



CAPE COD
COMMISSION

Scaling Vision Zero Across the Commonwealth

How MPOs are partnering with municipalities to
plan and design safer street

July 23, 2026

Introductions

- **Tina Hein**, Vice Chair, Town of Holliston Select Board, Outreach Coordinator MA Safe Routes to School
- **Ali Kleyman**, AICP, Principal Transportation Planner, Vision Zero, Boston Region Metropolitan Planning Organization (MPO)
- **Colleen Medeiros**, P.E., Transportation Program Manager, Cape Cod Commission/MPO
- **Rob Raymond**, Director, Transportation Data Services, Central Massachusetts Regional Planning Commission/ MPO

Topics today

- **Overview of Vision Zero**
 - What is Vision Zero and why is it important?
 - Funding and Regional Vision Zero Status
 - Vision Zero Action Plans
- **MPOs and Municipal partnerships**

Municipalities can make progress on safe streets

- Commit or recommit to **Vision Zero**  **Prioritize funding for safe streets**
- Adopt **local street safety policies**
 - Safe Fleet Policy
(\$1M available for truck safety in FY27 budget)
 - Safe Streets Ordinance
- Contact your state representatives and urge them to pass **Safety Camera enforcement legislation** (S.2344, H.3754)

**What is Vision
Zero and why is it
important?**

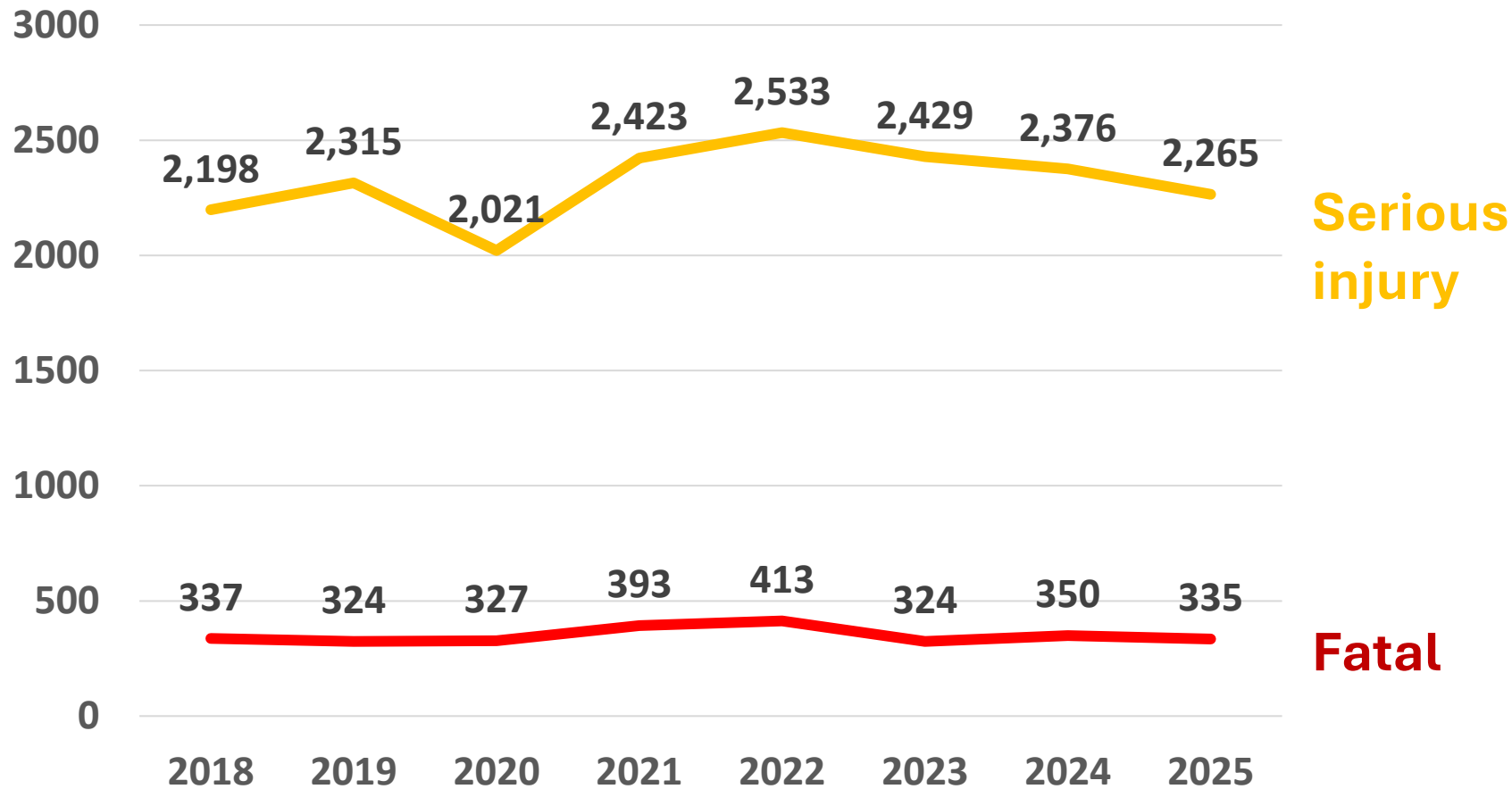


We have a roadway safety problem

- **In the US**, a pedestrian is killed every **72 minutes** and injured every **8 minutes**.
- **In MA**, fatal and serious injury crashes have **increased** from 2018 – 2025.



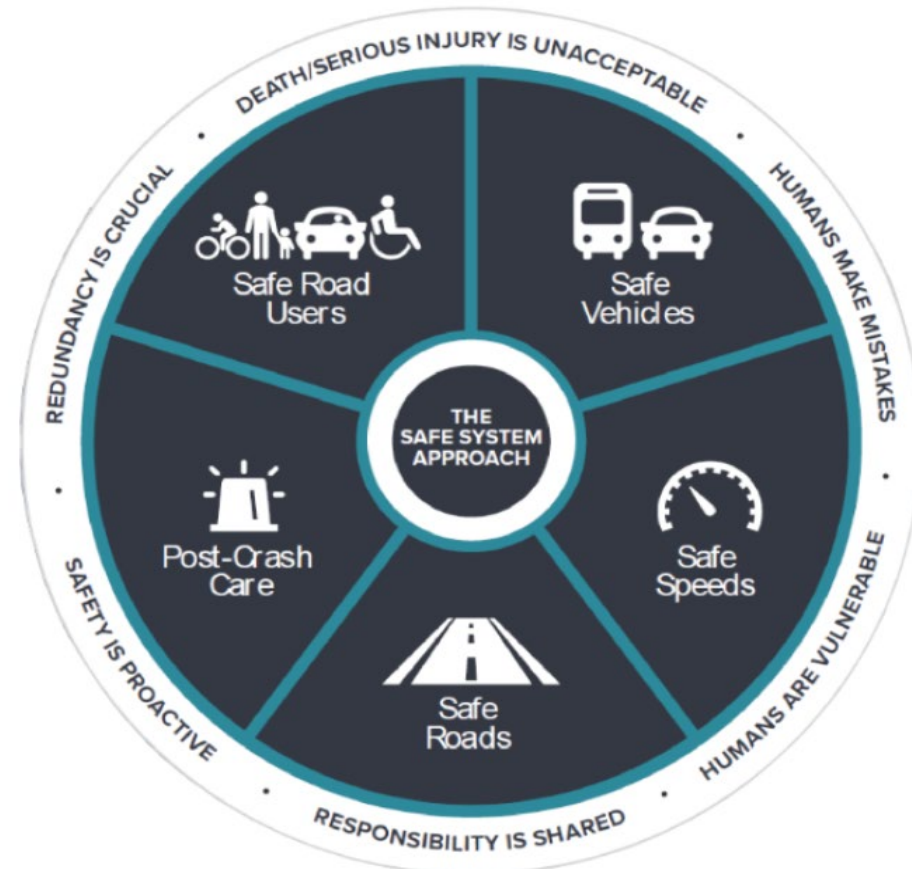
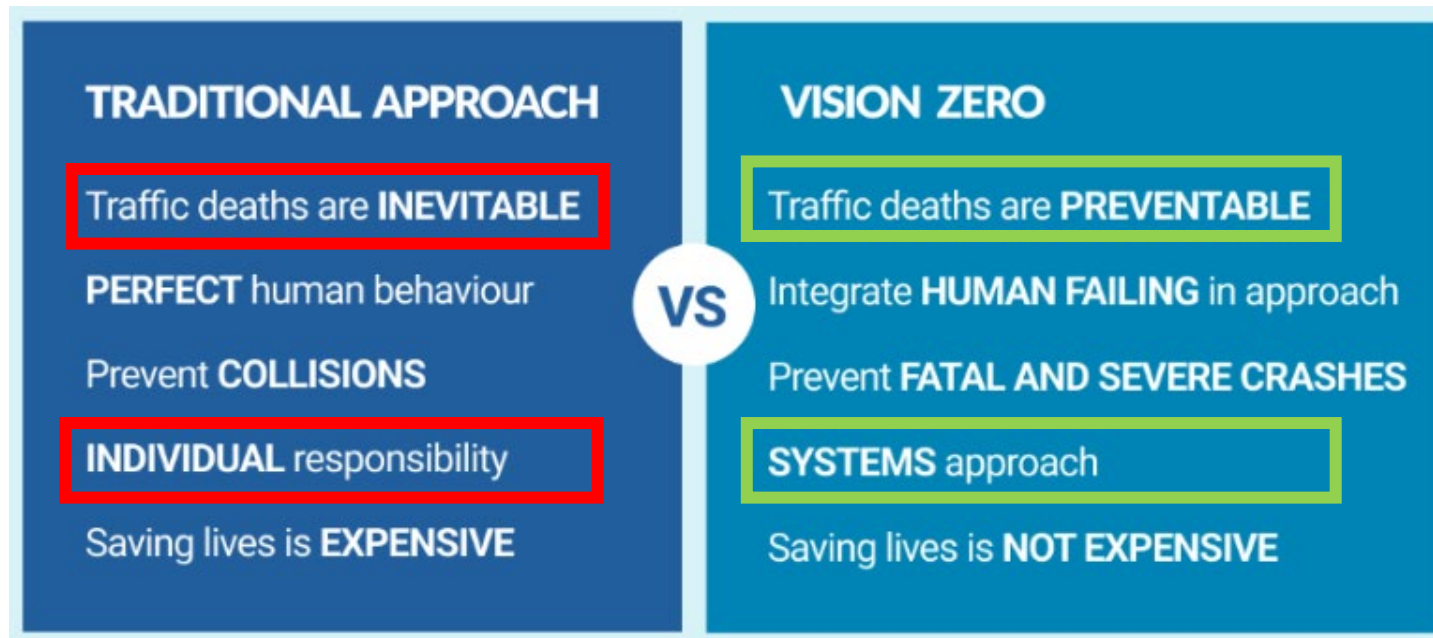
Over 2,500 fatal and serious injury crashes per year in the Commonwealth



**7.5 %
increase
from
2018 - 2024**

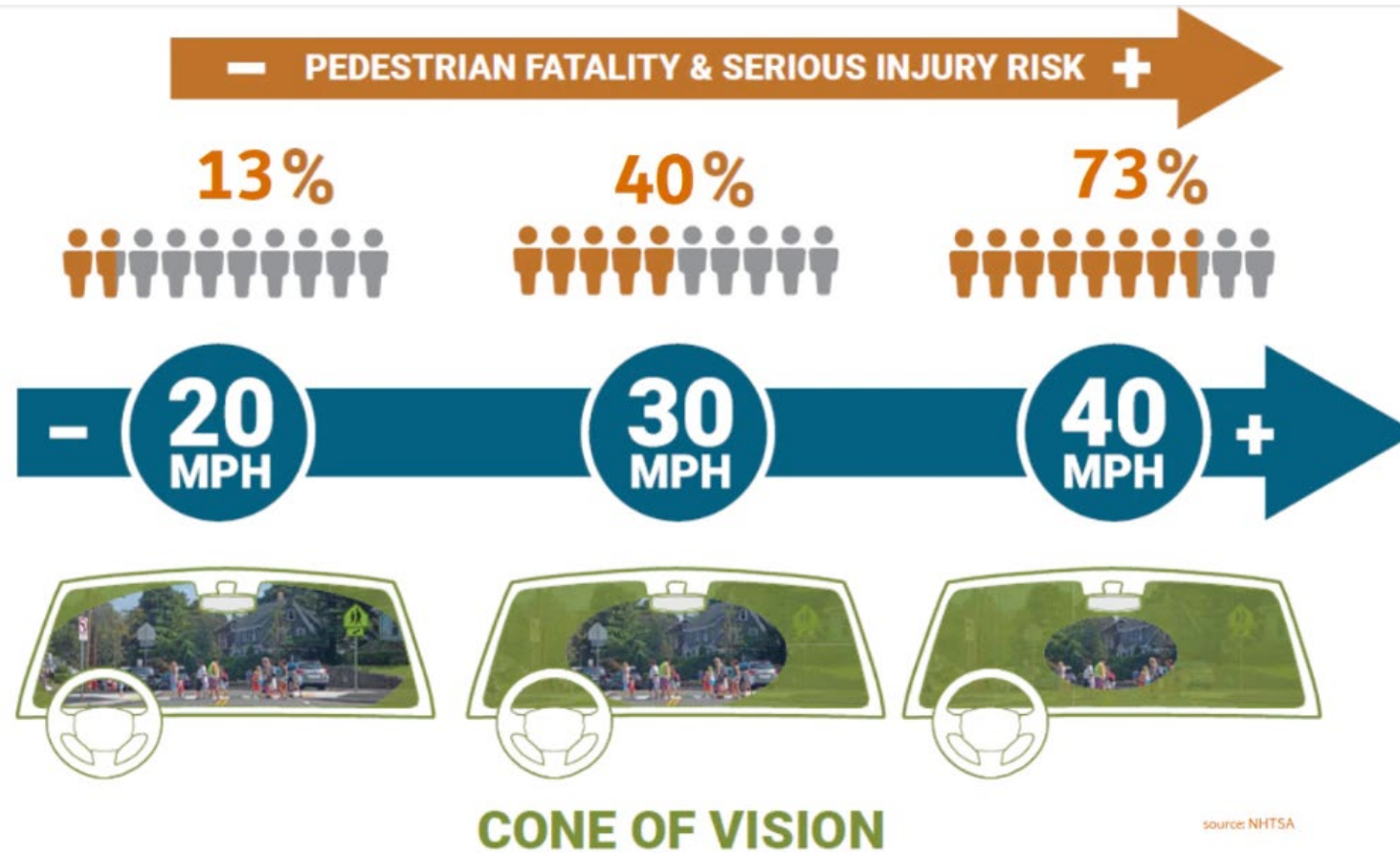
Vision Zero: a proactive and systems-based approach to traffic safety

We do not have to accept fatal and serious injury crashes on our streets.



Vehicle speed and size dictate crash severity

$$\text{Kinetic Energy} = \frac{1}{2} \text{ mass} \times \text{speed}^2$$



Vision Zero on the streets

Infrastructure

- signage
- speed humps
- safer crosswalks

Policies and processes

- Lower speed limits
- automated enforcement
- safe fleet policies
- Drivers' education requirements



Funding and Regional Vision Zero



Safe Streets and Roads for All (SS4A) Funding



Funding supports initiatives to implement the **safe system approach** and prevent fatal and serious injury crashes on our streets

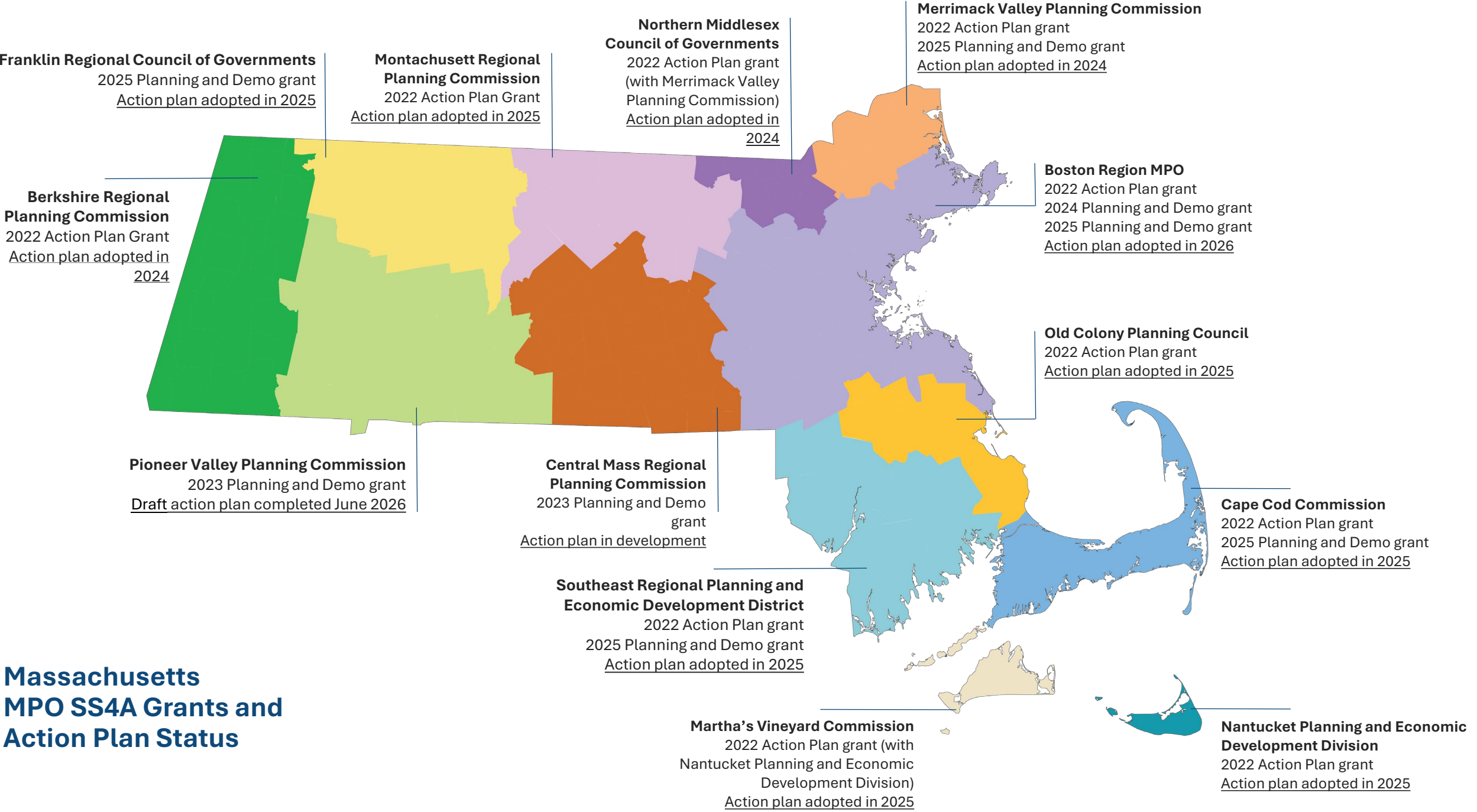


\$5B in appropriated funds under IIJA, FY2022-26



MPOs, municipalities, political subdivisions of the state, and multijurisdictional groups eligible

Massachusetts MPO SS4A Grants and Action Plan Status



Other funding programs

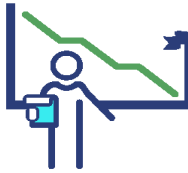
- MassDOT Grants Central and Fully Integrated Application
 - **What is it?**
 - All-in-one funding request for Highway Division competitive grants
 - **What funding programs does it cover?**
 - Complete Streets, Shared Streets and Spaces, Community Culvert, Local Bottleneck Reduction, Municipal Small Bridge
 - **What are the grant limits?**
 - Design: up to \$150,000
 - Construction: up to \$1M
 - Equipment or materials: up to \$250,000
 - **What is the deadline?**
 - Open now until August 7
 - Applications accepted twice per year
 - **Where do I find more information?**
 - www.transportationgrantcentral.mass.gov

Vision Zero Action Plans



Overview of Vision Zero Action Plans

**Leadership
Commitment &
Goal Setting**



**Planning
Structure**



Safety Analysis



**Engagement and
Collaboration**



**Equity
Considerations**



**Policy and
Process Changes**



**Strategy and
Project Selections**

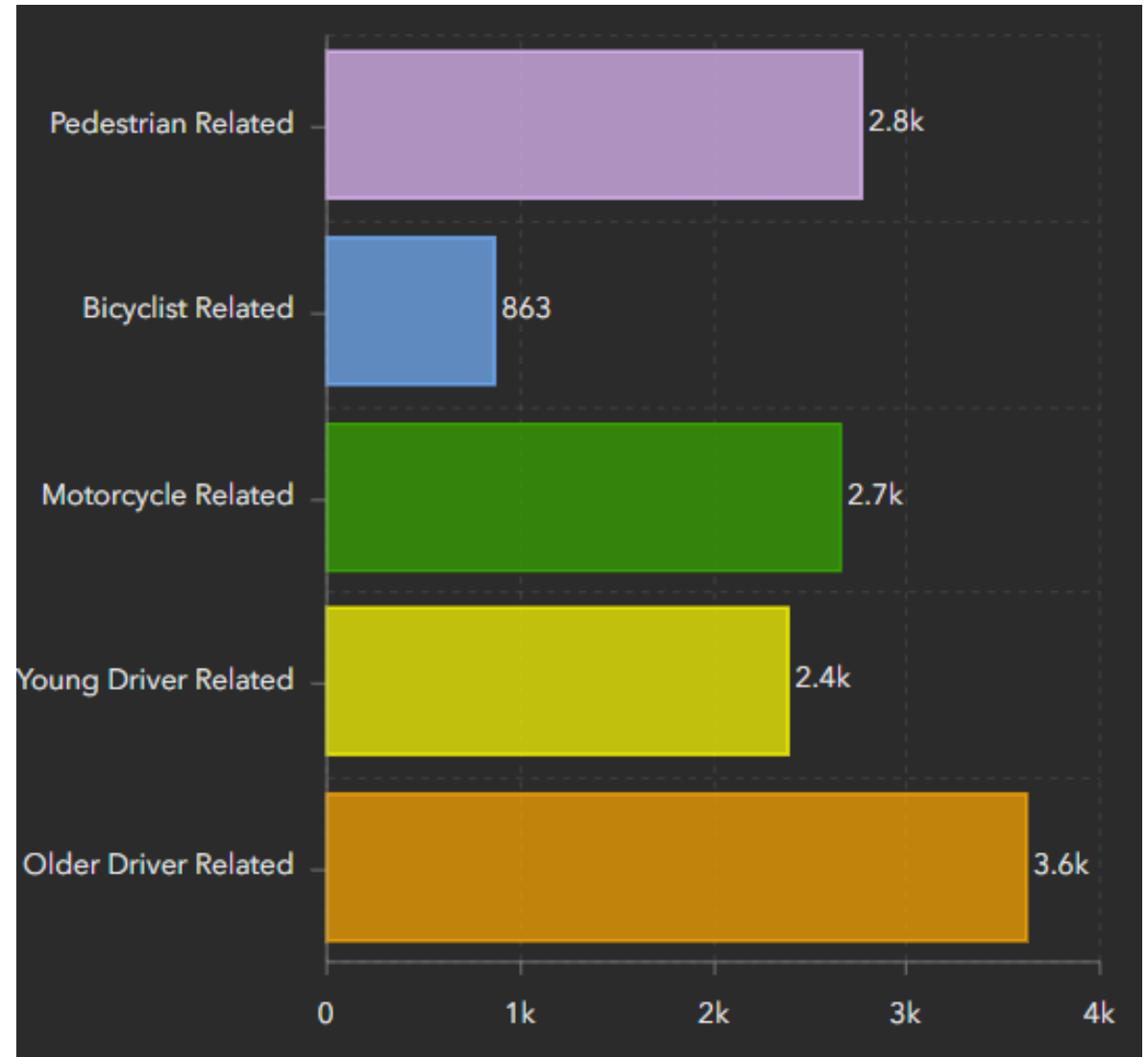


**Progress and
Transparency**



What the data tells us

Statewide, from 2018-2024, older driver, pedestrian, and motorcycle crashes were the most common fatal and serious injury crash types.



Crash data can help understand what driver actions are leading to serious crashes...

The top 5 things that drivers are doing before a fatal or serious crash are:

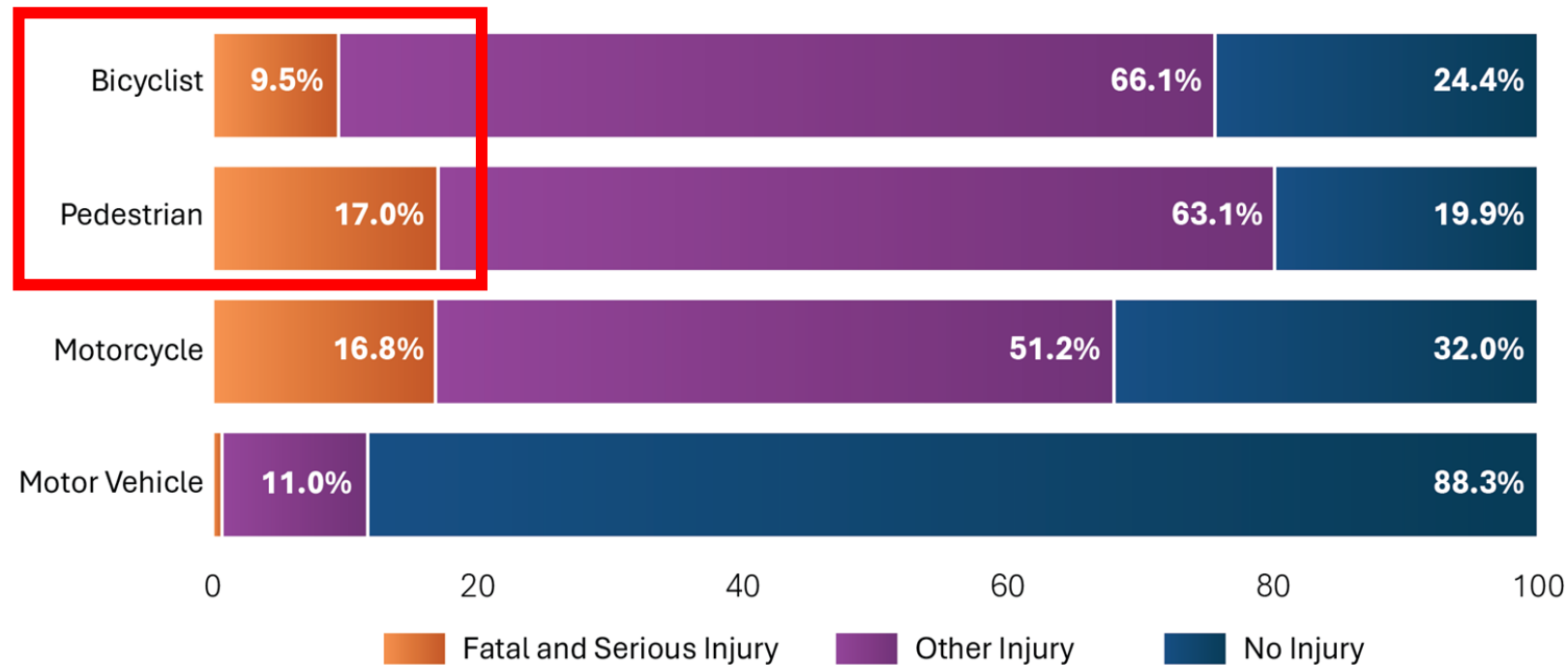
1. Reckless driving
2. Inattention or distracted driving
3. Speeding
4. Failing to yield
5. Running off the road

And, who's being impacted by serious crashes...

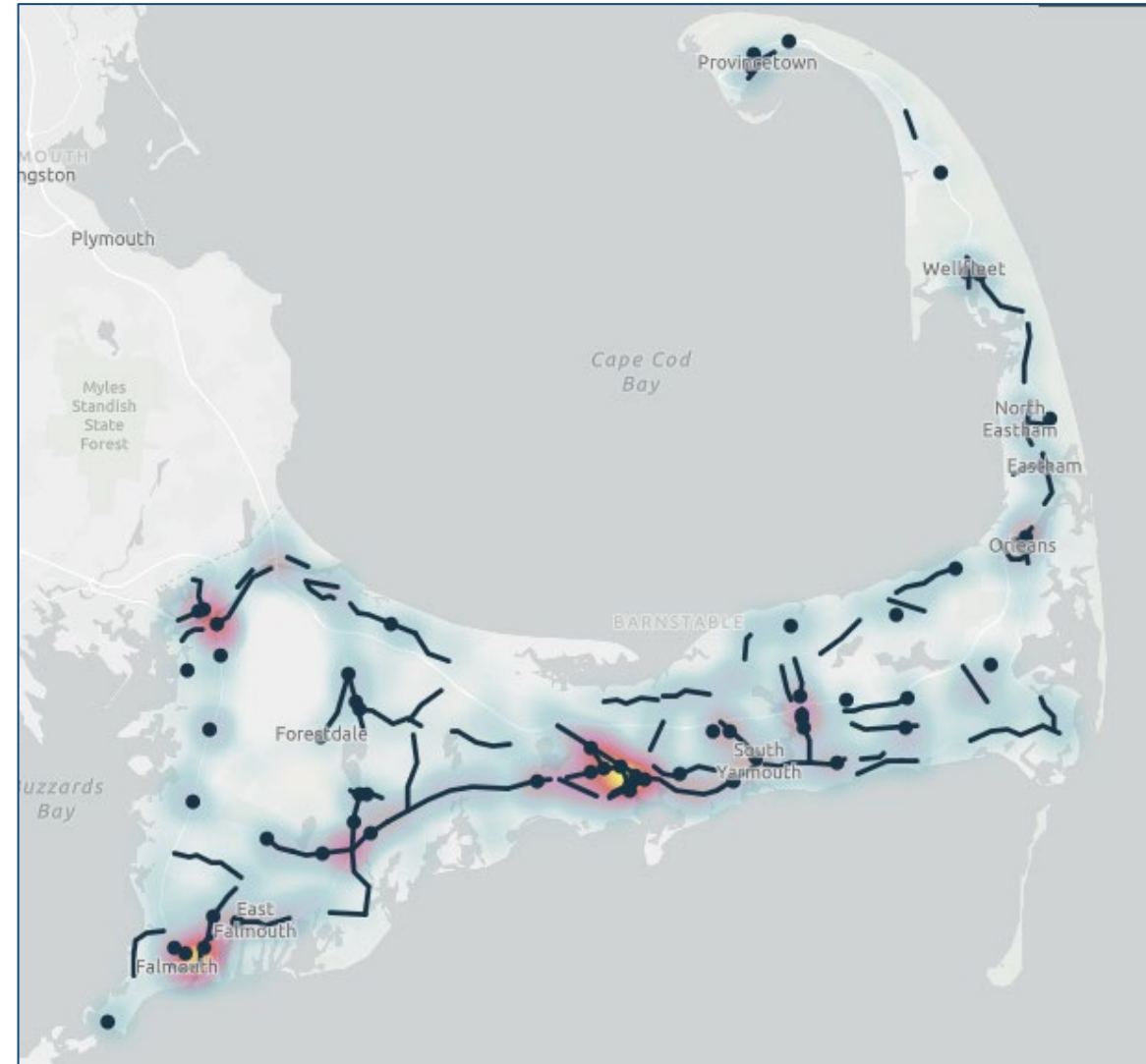
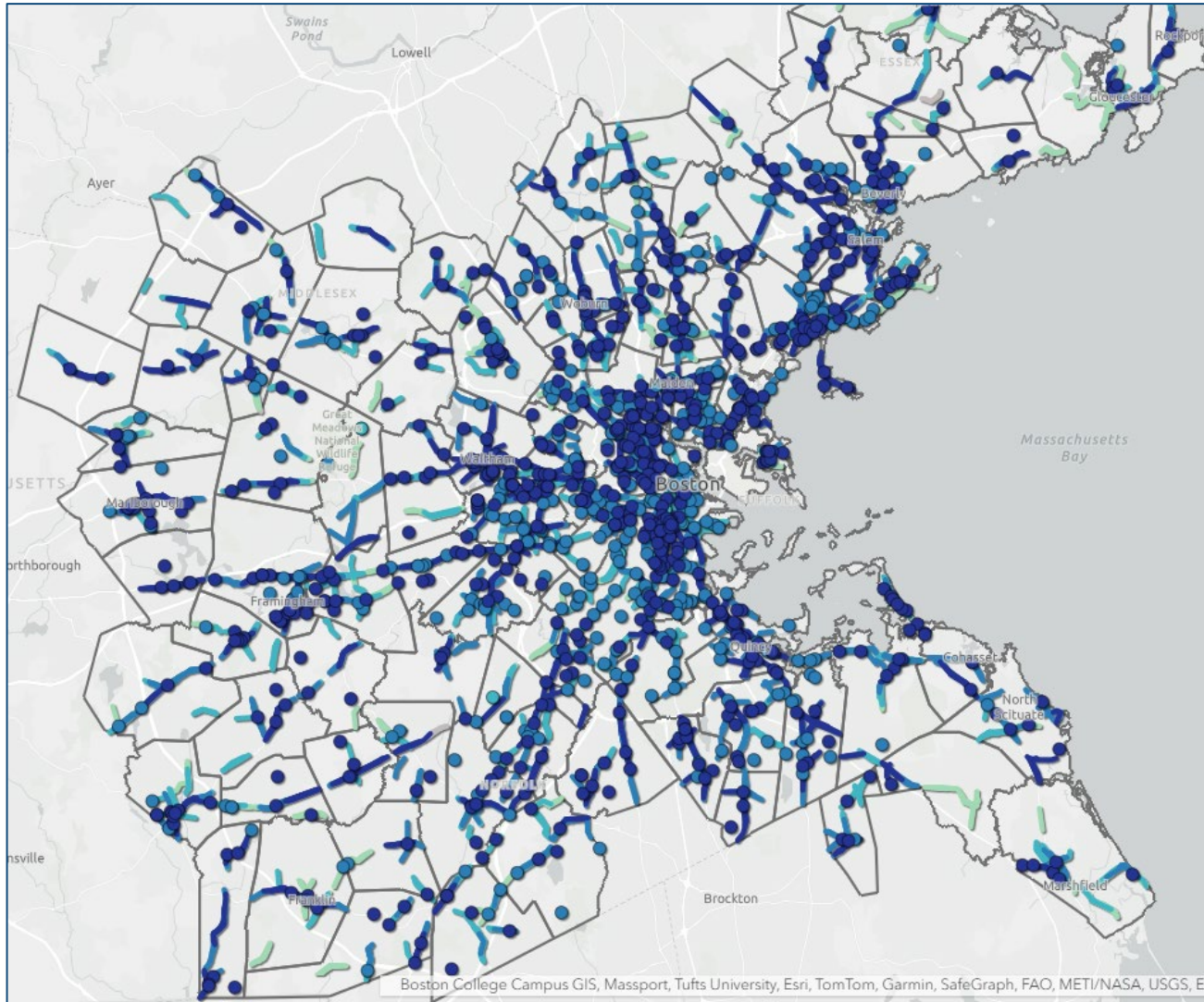
People walking, rolling and biking represent:

- **3%** of all crashes

- **27%** of fatal and serious injury crashes



High-injury and high-risk networks identify hotspots and focus resources



Stakeholder feedback is an important part of the planning process

What we did:

- Task Force/Advisory Committee
- Interviews
- Roundtables
- Focus groups
- Public Meetings
- Surveys/Online comment tool
- Online forums
- Project websites



What we heard:

- Speeding
- Distracted driving
- Unsafe road design
 - Lack of sidewalks/poor conditions
 - Lack of bicyclist infrastructure

Vision Zero Actions

What are the next steps that the MPO needs to take to move towards implementation?

- How can the MPO help municipalities move towards implementation?

What are the priority actions that we want to encourage municipalities to do over the next ~5 years to work towards Vision Zero?

Speeding Actions

Action	Lead agency	Timeframe	Type
Adopt a 25-mph speed limit in municipality-owned high-density and business districts, as authorized by Chapter 90, Section 17C of the MGL	Municipalities	Short-term	Policy
Establish safety zones and school zones along municipal-owned roadway corridors to lower speed limits to 20 mph	Municipalities	Short-term	Policy
Help spread awareness of and implement MassDOT's speed management guidance to collect data, establish target speeds, and design roadways for speed control.	MPO/RPA	Short-term	Process
Develop safety and Vision Zero materials , present and share with municipal employees and major employers in the region.	MPO/RPA	Medium-term	Process

Vision Zero Town Profiles

FALMOUTH

Town Profile

Town Profile

FALMOUTH – UPPER CAPE

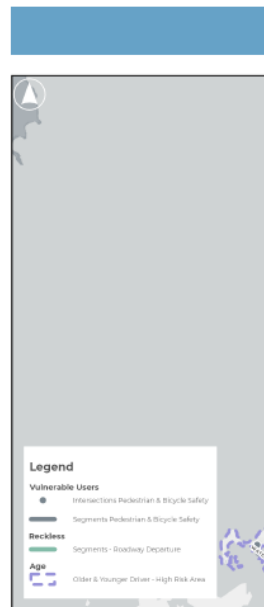
Background

- Adopted Complete Streets Ordinance in 2022.
- 2022 - Town of Falmouth Extension from Highway 1 to Highway 28
- 2024 Downtown Falmouth Wayfinding Signage in 2021.
- 2016 Transportation Master Plan
- Has a Bicycle and Pedestrian Plan
- Has a Traffic Advisory Committee

Crash Statistics



Street
Brick Kiln Road
Carriage Shop Road
Central Avenue
Davis Straits
East Falmouth Highway
Falmouth Heights Road
Gifford Street
Grand Avenue



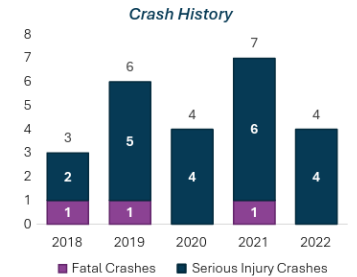
HIN – Corridor/ Intersection	Jurisdiction	Length (miles)	Characteristics	Contributing Factors	Studied/ Previous Planning	Potential Countermeasures
A Water Street at Railroad Avenue	MassDOT		- Three-legged unsignalized intersection - Railroad Avenue is one-way towards Water Street, and is under YIELD control - On-street parking is present on both Water Street and Railroad Avenue, and sidewalks are present on both sides of both streets. 37 crashes	Physical impairment (Illness); Operating vehicle in erratic, careless, negligent or aggressive manner (Inattention)		Short-Term - Implement actions from RSA (July 2024) - Change YIELD control to STOP control - Narrow roadway and construct sidewalk on south side of Railroad Avenue - Construct curb bump-outs to better define intersection and create separation from nearby Crane Avenue intersection - Restrict a few parking spots on south side of Water Street in close proximity to the intersection to improve sight line
B Route 28 at Jones Road / Worcester Court	MassDOT		- Signalized four-legged intersection, with exclusive left-turn lanes on all approaches. On-street bicycle lanes on Route 28. Sidewalks present on all four corners of intersection. 57 crashes (2 bicycle crashes)	Operating vehicle in erratic, careless, negligent or aggressive manner; Inattention; Failed to Yield right of way; Disregarded traffic signs, signals and road markings; Visibility obstructed; Failure to keep in proper lane or running off road; Made an improper turn; Followed too closely		Short-Term - Create bike boxes and/or two-stage left-turn bike boxes - Replace on-street bicycle lanes and construct sidewalk level bike lanes - Install bicycle signal heads - Install high-visibility bike lane extensions through intersection - Provide left-turn dotted extension lines for left-turning vehicles Long-Term - Consider single-lane roundabout - Educate town about bike box and roundabouts
C Jones Road at Gifford Street	Local		- Signalized four-legged intersection, with single lane approaches on all four legs. Sidewalks are present on both sides of Jones Road, and on the west side of Gifford Street 32 crashes (1 bicycle crash)	Fatigued/Asleep; Exceeded authorized speed limit; Distracted; Operating vehicle in erratic, careless, negligent or aggressive manner; Inattention; Failed to Yield right of way; Disregarded traffic signs, signals and road markings; Failure to keep in proper lane or running off road; Followed too closely		Short-Term - Reduce corner radii to reduce speed to turning vehicles - Update traffic signal equipment to provide more overhead signal indications, with retroreflective backplates for better signal head visibility - Slightly widen roadway for left-turn lanes - Provide bicycle boxes Long-Term - Evaluate protected left-turn phases (all permitted left-turns under existing conditions)
D Route 151 at Route 28 Ramps	MassDOT		- This interchange consists of two unsignalized intersections on Route 151. Both intersection provide high-speed channelized right-turn lanes for all right-turning movements. 57 crashes (2 fatal, 2 serious injuries, 1 pedestrian crash)	Other improper action; Illness; Operating Defective equipment; Fatigued/Asleep; Exceeded authorized speed limit; Distracted; Operating vehicle in erratic, careless, negligent or aggressive manner; Inattention; Failed to Yield right of way; Disregarded traffic signs, signals and road markings; Visibility obstructed; Failure to keep in proper lane or running off road; Made an improper turn; Followed too closely	Funded TIP project (year 2028) for resurfacing pavement on Route 28	Short-Term - Conduct Intersection Control Evaluation (ICE) - Implement actions from RSA when completed Long-Term - Install roundabouts at interchange ramps, or traffic signal control - Install shared-use path in State ROW to connect planned shared-use path along Route 151 within local jurisdiction. Provide separation between the Shared use path and the roadway
E Sippewisset Road from Ransom Road to Palmer Avenue	Local	2.56	2-lanes undivided roadway includes white edge lines and a single yellow center line - Posted Speed limit: 25 mph 20 crashes (1 fatal, 4 serious injuries, 1 pedestrian crash)	Exceeded authorized speed limit; Operating vehicle in erratic, careless, negligent or aggressive manner; Inattention	Complete Streets project planned with "share the road" signs and "Sharrow" bicycle pavement markings	Short-Term - Install LED curve warning and/or chevron signs - Install proper lighting at risk prone curve/sharp curves - Install guardrails at curves - Encourage maintenance of vegetation - Install Motorist Give 4 Feet to Pass Signs
F Thomas B Landers Road from Route 28 to Sandwich Road	Local / MassDOT (Route 28)	2.87	2-lanes undivided roadway includes white edge lines and a double yellow center line - Posted Speed limit: 40 mph 57 crashes (1 fatal, 2 serious injuries, 1 bicycle crash)	Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway; Driving too fast for conditions; Glare; Physical impairment; Other improper action; Operating Defective equipment; Fatigued/Asleep; Exceeded authorized speed limit; Operating vehicle in erratic, careless, negligent or aggressive manner; Inattention; Failed to Yield right of way; Disregarded traffic signs, signals and road markings; Visibility obstructed; Failure to keep in proper lane or running off road; Made an improper turn	Complete Street project to install new shared-use path along entire length of road	Short-Term - Work with MassDOT to reduce 40 mph regulatory speed limit based on target speed Long-Term - Install a shared use path

Boston MPO Municipal Profiles



MIDDLETON NORTH SHORE TASK FORCE

Population (2020)	9,780
Annual Vehicle Miles Traveled (2022)	93.9M
Total Crashes (2018-2022)	898
Fatal and Serious Injury Crashes (2018-2022)	24
Fatal and Serious Injury Crash Rate (per 100,000 residents)	245.4
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	3



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

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



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

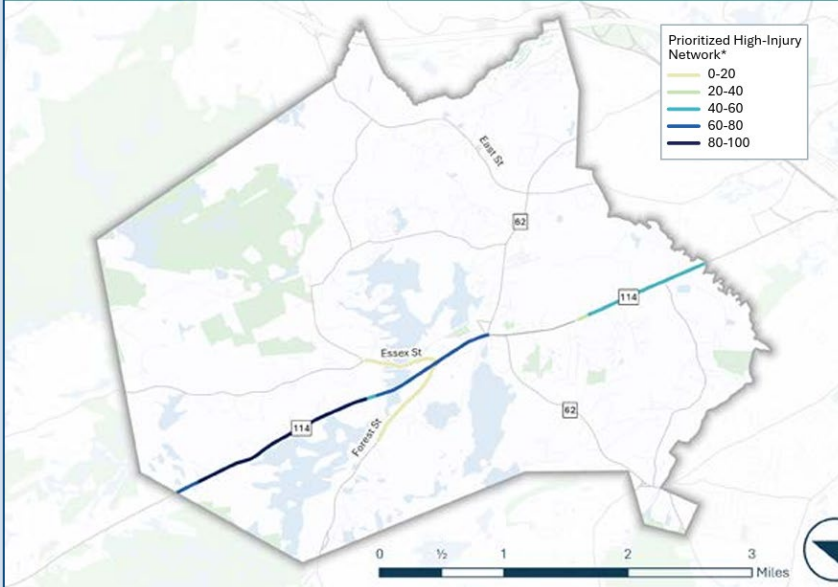


Intersections	3	13%
Lane Departure	11	46%
Older Drivers	4	17%
Pedestrians	3	13%
Bicyclists	0	0%
Large Vehicles	2	8%
Speeding	1	4%
Younger Drivers	3	13%
Motorcyclists	3	13%
Distracted Driving	2	8%
Impaired Driving	3	13%
Occupant Protection	0	0%

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



MIDDLETON CONTINUED



* The Municipal High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations.

Top 5 Corridors	From	To	Ownership
N Main St	Rockaway Rd	Lake St	State
N Main St	Lake St	Maple St	State
S Main St	Meadows Dr	Ipswich River	State
Forest St	Old Hundred Ln	N Main St	Local
Essex St	N Main St	School St	Local

Contact the Boston Region MPO and visit [bostonmipo.org/visionzero](#) to see information on the high-risk networks.

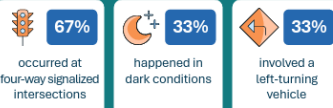


MIDDLETON CONTINUED

ANGLE CRASHES AT INTERSECTIONS



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



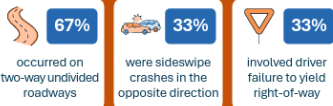
Note: Percentages only apply to fatal and serious injury crashes involving an angle collision at an intersection.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Transverse rumble strips	Approach lanes of intersections	Reduce vehicle speeds; increase attentiveness and awareness	Medium	High
Dedicated left-turn lanes with protected left-turn signal phasing at intersections	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

SEGMENT CRASHES INVOLVING VEHICLE ENTERING/LEAVING TRAFFIC LANES



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



Note: Percentages only apply to fatal and serious injury crashes that involved a vehicle entering or leaving a traffic lane.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Medians	Urban and suburban multilane roadway segments	Remove severe conflicts; reduce vehicle speeds	Low	High
Limit allowable movements at driveways (Corridor Access Management)	All types of roadway segments	Remove severe conflicts	Low	High
Reduce density through driveway closure, consolidation, or relocation (Corridor Access Management)	All types of roadway segments	Remove severe conflicts	High	Low

To see all countermeasures, strategies, and actions in this plan, visit [bostonmipo.org/visionzero](#).



FHWA Proven Safety Countermeasures

Best practice guidance with details on how to implement and the crash reduction factor.

Pedestrian



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Walkways](#)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[SafetyEdgeSM](#)



[Wider Edge Lines](#)

**How are MPOs
working with
municipalities?**



Cape Cod Commission

SS4A Supplemental Planning Grant

- Awarded \$476,800 grant by FHWA for supplemental Vision Zero planning work (Dec 2025)
 - Data Collection/Analysis
 - Public Safety Campaigns
 - Road Safety Audits



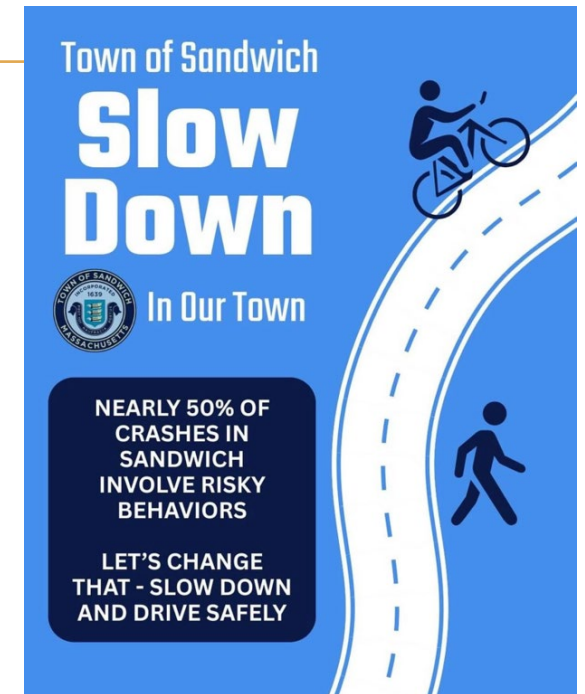
Data Collection/Analysis

- Traffic Counts
- Traffic Signal Warrant Study
- All-Way Stop Warrants
- Speed Studies
- Roundabout Feasibility



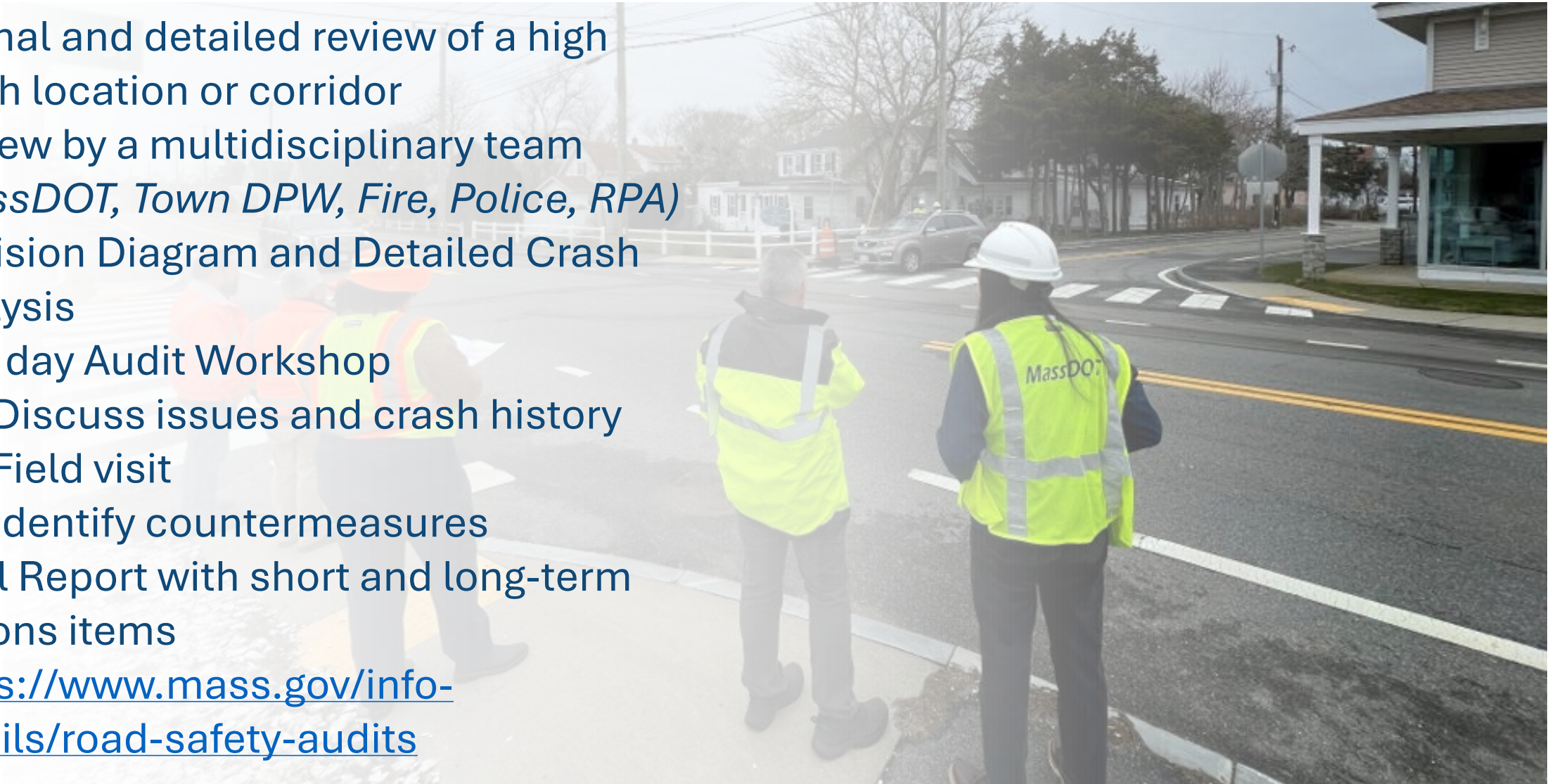
Safety Campaigns

- Working with Towns and MassDOT on public safety campaigns
- Upcoming campaign for Cape Cod focused on Older Adults
 - Paid Media Ads
 - Focus Groups & Community Group Outreach



Road Safety Audits

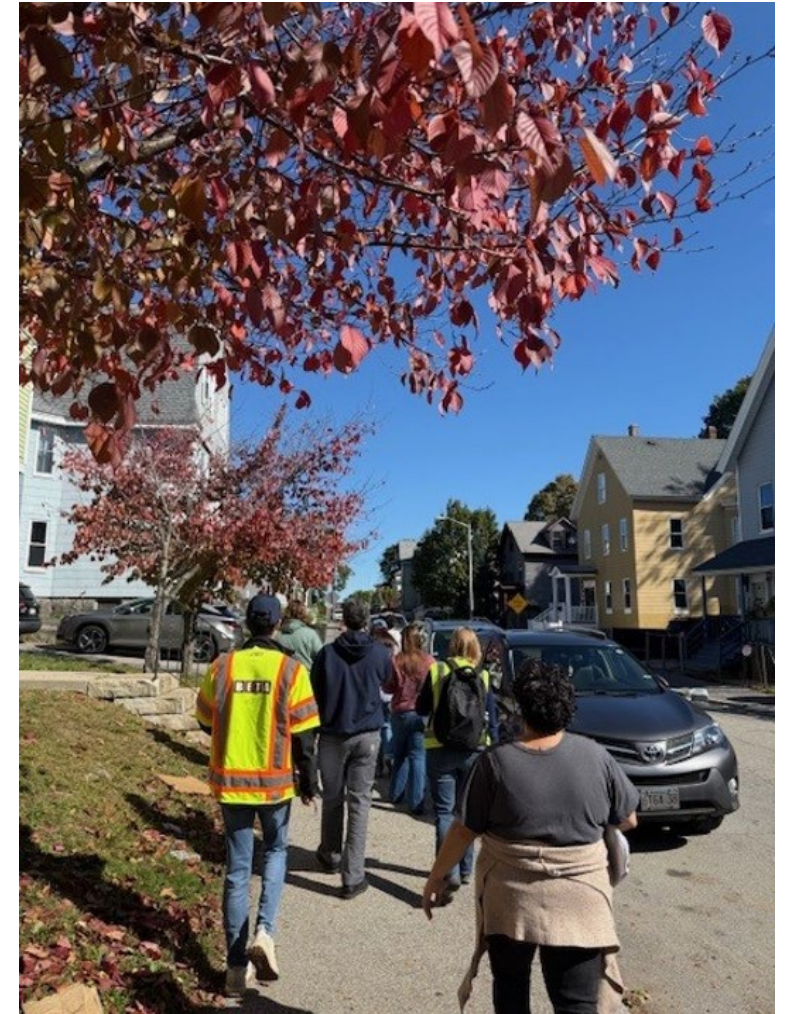
- Formal and detailed review of a high crash location or corridor
- Review by a multidisciplinary team (*MassDOT, Town DPW, Fire, Police, RPA*)
- Collision Diagram and Detailed Crash Analysis
- One day Audit Workshop
 - Discuss issues and crash history
 - Field visit
 - Identify countermeasures
- Final Report with short and long-term actions items
- <https://www.mass.gov/info-details/road-safety-audits>



Central Massachusetts Regional Planning Commission

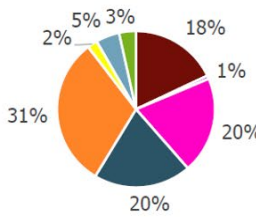
SS4A Regional Action Plan and Demonstration Project

- Awarded a \$480,000 FHWA SS4A grant to develop a Regional Safety Action Plan and construct a demonstration project on Beacon Street in Worcester, advancing the Safe System Approach and preparing the region for future implementation funding opportunities.

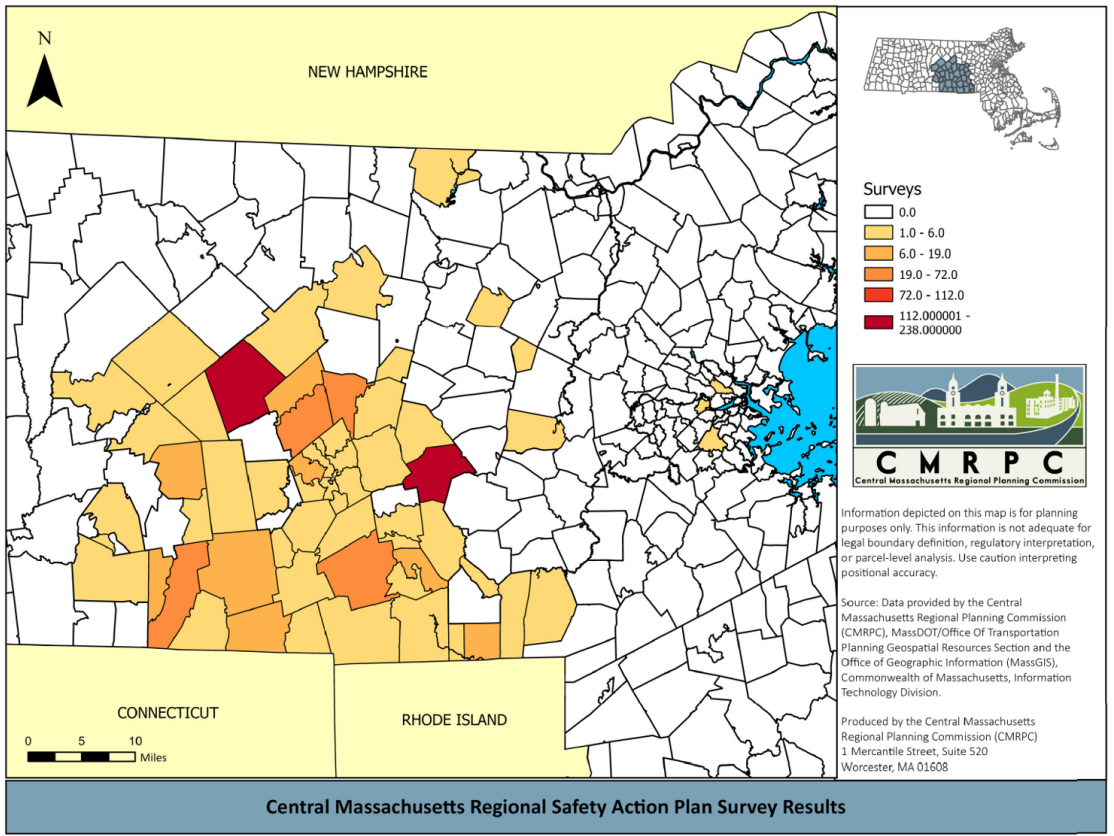
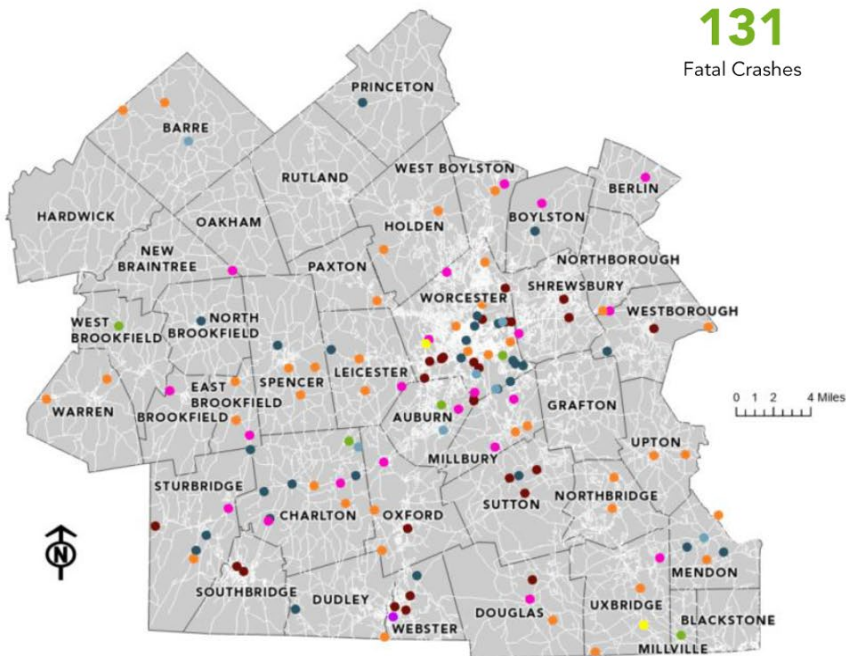


Regional Survey and Outreach

Fatal Injury Type 2020-2024



Excluding Interstates and Limited Access Roadways



Master Plan Integration



GOAL 4: IMPROVE PEDESTRIAN AND BICYCLE SAFETY, ACCESSIBILITY, AND CONNECTIVITY WITHIN BARRE AND TO REGIONAL NETWORKS.

Residents of Barre expressed a desire for safer, more comfortable options to walk and bike, both for everyday trips and for recreation. Community feedback highlighted concerns about vehicle speeds, sidewalk conditions, and the lack of safe separation between pedestrians, cyclists, and motor vehicles, particularly along key corridors and near schools. Improving pedestrian and cycling safety and accessibility reflects both a practical need and a shared aspiration to make Barre a town where people of all ages feel comfortable moving around without relying solely on a car.

STRATEGY 4.1: ADDRESS SIDEWALK GAPS, CONDITIONS, AND ACCESSIBILITY BARRIERS.

- 4.1.1. Implement priority sidewalk improvements identified through community input, focusing on South Barre and other areas with documented deficiencies and maintenance needs.
- 4.1.2. Upgrade existing sidewalks and curb ramps to improve ADA accessibility, drainage, and separation from vehicular traffic where feasible.

STRATEGY 4.2: IMPROVE SAFETY FOR PEDESTRIANS AND CYCLISTS ALONG HIGH-SPEED AND HIGH- USE CORRIDORS.

- 4.2.1. Work with regional partners and the Quabbin Regional School District to pursue Safe Routes to School funding for improvements, along South Street and routes serving Quabbin Regional High School, as well as routes serving other schools.
- 4.2.2. Evaluate opportunities for shared-use paths, buffered shoulders, or other physical separation

between vehicles and non-motorized users along corridors that could serve as prime opportunities for alternate modes of transportation.

- 4.2.3. Incorporate pedestrian and bicycle safety considerations into all roadway reconstruction and resurfacing projects.

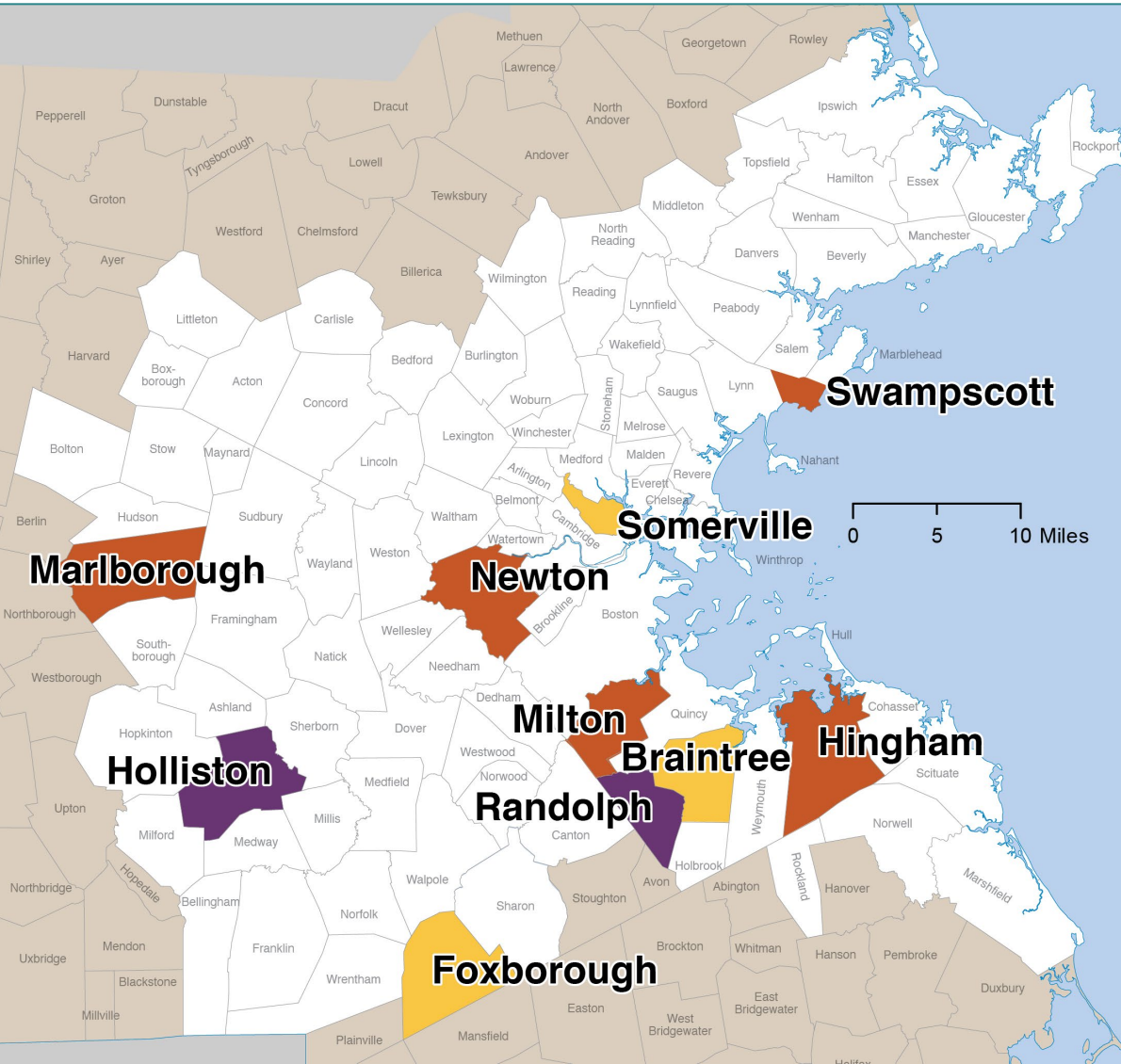
STRATEGY 4.3: EXPAND CONNECTIONS TO RECREATIONAL AND REGIONAL TRAIL NETWORKS.

- 4.3.1. Improve trail access, signage,



Boston Region MPO

Municipal Partnerships



- **Partnering with 9 municipalities**
 - Pilot strategies for Vision Zero implementation
 - Conceptual design
 - Education and capacity building
- **Partners**
 -  Capacity building (WalkMass)
 -  Education (Safe Roads Alliance)
 -  Conceptual design

Capacity Building: Walk Audit Academies



Randolph Walk Audit
Vision Zero

May 2nd, 2026

In Partnership with the City of Randolph, The Boston Region Metropolitan Planning Organization, Randolph Mass in Motion.

Two Walk Audit Academies

- **Holliston and Randolph**
 - 30 people
 - 17 communities
 - Focus on two regional HIN corridors

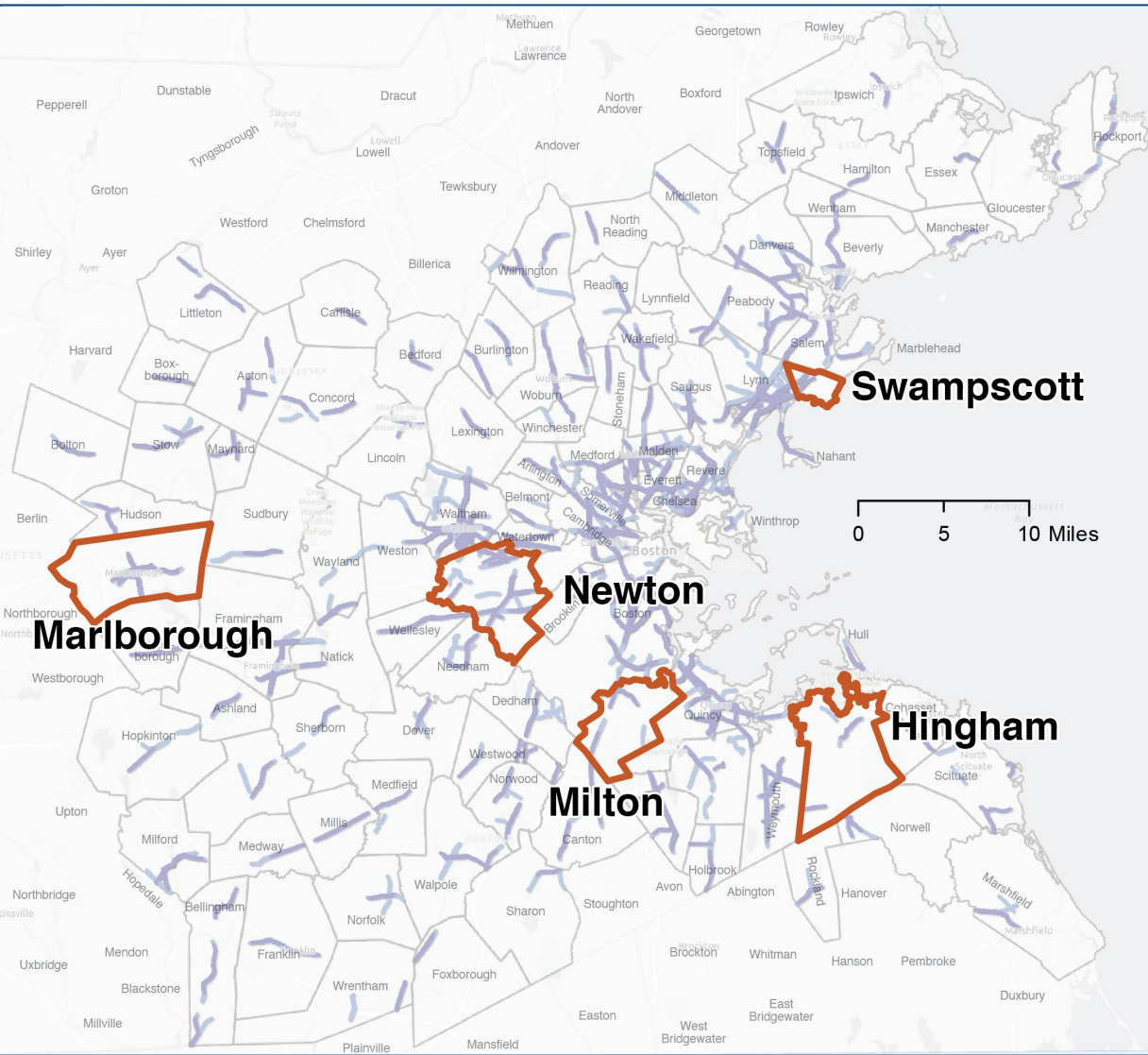
Common findings

- High vehicle speed and wide travel lanes
- Long pedestrian crossing distances and wide corner radii
- Unsafe conditions near schools
- Lack of transit stop amenities

Walk Audit Reports:

<https://audits.walkmass.org/>

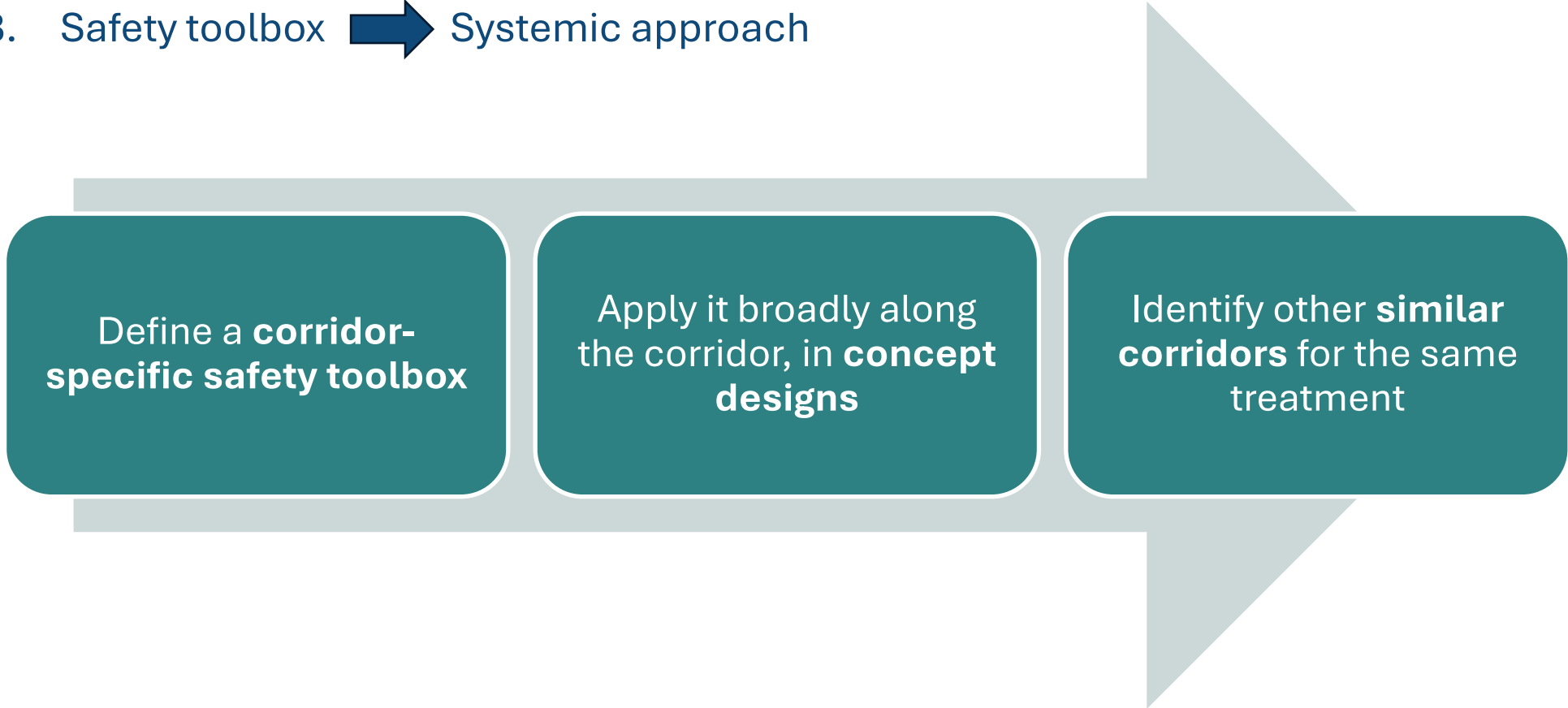
Concept Design on High-Crash Corridors



- Selection focused on:
 - **Top 100** highest scoring corridors from the regional High-Injury Network
 - **Local** jurisdiction
 - **No TIP projects** (existing or recent)
 - **Moderate complexity** so it can fit within project schedule
 - **Geographic distribution** across region

We had six months to accomplish 3 main things

1. Safety audits
2. Concept designs and cost estimates (quick-build and long-term interventions)
3. Safety toolbox ➡ Systemic approach



Define a **corridor-specific safety toolbox**

Apply it broadly along the corridor, in **concept designs**

Identify other **similar corridors** for the same treatment

Common Safety Challenges

High speeds

- Wide lanes
- Missing edge lines and pavement markings

Unsafe intersections

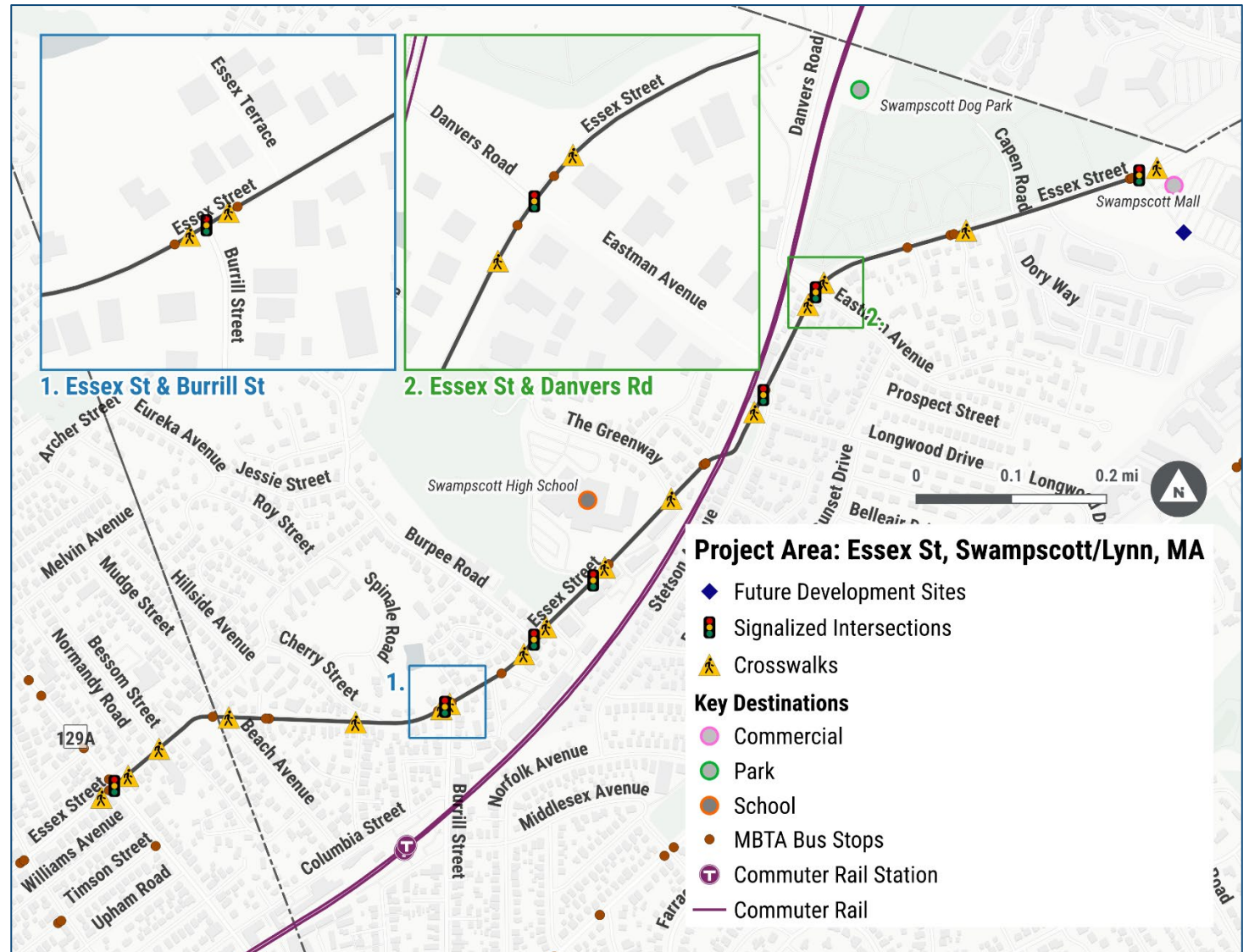
- "Lots of pavement"/wide curves allowing fast turns
- Visibility challenges
- Missing or outdated signs/traffic control

Vulnerable road user (VRU) access

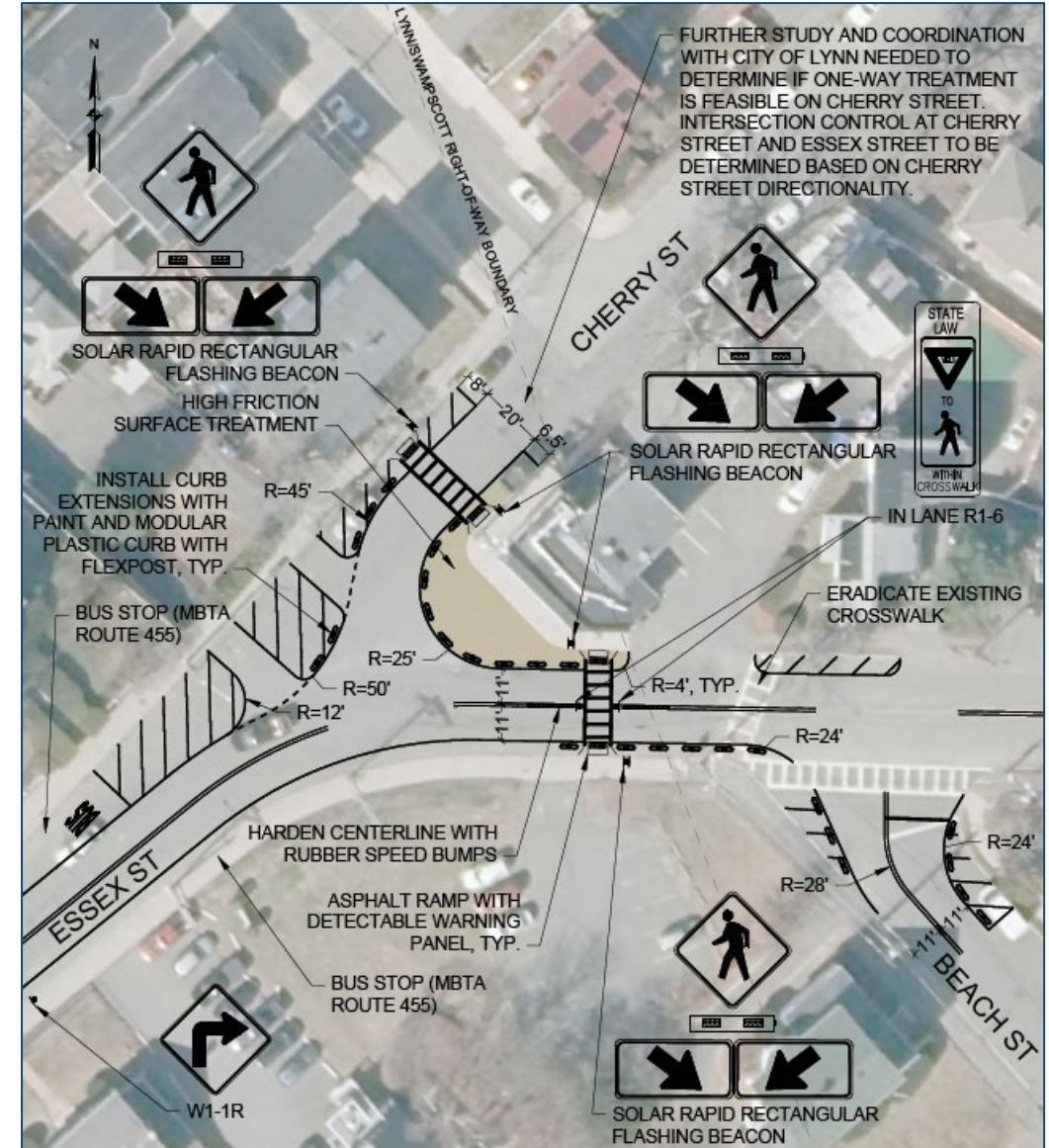
- Unmarked or missing crosswalks
- Narrow sidewalks along high-speed roadways
- Near VRU generators: residential areas, schools, commercial districts

Essex St., Swampscott and Lynn

- Wide lanes/faded pavement markings and missing signage
 - High vehicle speeds
- Passes residential, schools
- MBTA Route 455, several unsafe stops



Sample Concept Design



Safety Toolbox

Corridor-wide countermeasures with estimates of safety impact, timeframe, and cost

Safety Countermeasures Toolbox					
Safety Issue	Safety Countermeasures	Locations	Safety Payoff	Timeframe	Cost
1. Speeding	Consider narrowing vehicle travel lanes to 10 or 11-foot lanes	Corridor wide	42%	Short-term	Low
1. Speeding	Evaluate adding a raised intersection	Union Street	36%	Long-term	High
1. Speeding	Evaluate adding speed cushions	Corridor wide	40%	Long-term	Medium
1. Speeding	Explore lowering the speed limit from the current 35 mph to 25 mph to lower speeds where there are increased levels of pedestrian and bicycle activity	Corridor wide	N/A	Short-term	Medium
1. Speeding	Explore adding school zone signage and corresponding reduction in speed limit to 20 mph	Between Union Street and Hudson Street	N/A	Short-term	Low
1. Speeding	Explore adding safety zone signage and corresponding reduction in speed limit to 20 mph	Washington Street midblock crosswalk	N/A	Short-term	Low
2. Intersection Geometry	Consider clarifying intersection turning movements with turning lane markings and lane markings ahead of the intersection	Union Street (southbound approach)	N/A	Short-term	Low

Next steps and resources



Next steps: Reach out if you're interested in...

- Hosting a Walk Audit Academy
- Conducting a Road Safety Audit
- Learning more about Safe Roads Alliance and distracted driving education
- Working together on a planning or pilot demonstration project
- Assistance finding or interpreting crash data for your municipality
- Technical assistance to analyze and develop concept alternatives for roadway redesign

Next steps: what can you do?

- Commit or recommit to **Vision Zero** ➡ **Prioritize funding** for safe streets
- Adopt **local street safety policies**
 - Safe Fleet Policy
(\$1M available for truck safety in FY27 budget)
 - Safe Streets Ordinance
- Contact your state representatives and urge them to pass **Safety Camera enforcement legislation** (S.2344, H.3754)

Regional Resources

- **Websites**

- Boston: bostonmpo.org/visionzero
- Cape Cod: capecodcommission.org/visionzero
- Central Mass: <https://cmrpc.org/transportation/transportation-planning-areas/transportation-safety-planning/central-massachusetts-regional-vision-zero-action-plan/>

- **Online resources**

- **Boston and Cape Cod regions**

- Vision Zero Action Plans: guidance and road safety profiles on steps to take to make progress on street safety.
 - Data Dashboards: crash data and high crash / high risk corridors and intersections.

- **Central Mass region**: online survey and transportation safety concern mapper

- **Grant funding**

- **Boston**: The region has been awarded \$15M to work with cities and towns to implement and test safety interventions.
 - **Cape Cod**: The region has been awarded \$476,800 to pilot a safety campaign, conduct road safety audits, and collect additional data.
 - **Central Mass**: The region has \$480,000 to develop a regional action plan including data analysis and stakeholder engagement. The region can partner with municipalities on safety studies through UPWP funding

Other helpful links and resources

- Vision Zero Network: <https://visionzeronetwork.org/>
- Safe System case studies from the IIHS: <https://www.iihs.org/30x30/safe-system-success-stories>
- MassDOT IMPACT crash data portal: <https://apps.crashdata.dot.mass.gov/cdp/home>
- MassDOT speed management resources: <https://www.mass.gov/info-details/learn-about-speed-management>
- MassDOT Local Early-stage and Actionable Planning (LEAP) Program and other state grant programs: <https://transportationgrantcentral.mass.gov/s/>
- MassDOT Strategic Highway Safety Plan (**submit feedback now**): <https://shsp.umasssafe.org/>
- MassDOT Grant Central: <https://transportationgrantcentral.mass.gov>
- Safe Routes to School: <https://www.mass.gov/safe-routes-to-school>
- Safety Camera enforcement legislation: [S2344](#) and [H.3754](#)
- Example Safe Streets Ordinance: <https://online.encodeplus.com/regs/somerville-ma-coo/doc-viewer.aspx?secid=1459#secid-1459>

Thank you!

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