



PIONEER VALLEY SAFETY COMPASS

(2015-2017)

(2018-2020 Data Utilized for Regional Analysis)

JULY 2021

Prepared by the
Pioneer Valley Planning Commission
For the Pioneer Valley
Metropolitan Planning Organization



Pioneer Valley Safety Compass

Prepared in cooperation with the Massachusetts Department of Transportation, and the Federal Highway Administration and the Federal Transit Administration - U.S. Department of Transportation. The views and opinions of the Pioneer Valley Planning Commission expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

If information is needed in another language, please contact the PVPC Title VI Specialist by phone at (413) 781-6045.

Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do PVPC pelo fone 413-781-6045.”

Si necesita información en otro lenguaje, favor contactar al especialista de MassDOT del Título VI al 413-781-6045.

如果需要使用其它语言了解信息，请联系马萨诸塞州交通部（PVPC）《民权法》第六章专职人员，电话
413-781-6045

如果需要使用其它語言了解信息，請聯系馬薩諸塞州交通部（PVPC）《民權法》第六章專職人員，電話
413-781-6045

Table of Contents

Background:	1
Methodology:.....	1
Changes from First Edition:.....	1
Definitions and Limitations:	2
Regional Crash Summary:	2
Impact of Covid19 on the Total Number of Crashes in the Region:	5
Fatal Crashes in the Region:.....	5
Driver Age:	9
Non-Motorist Crashes:.....	9
Commercial Vehicle Crashes at Low Clearance Underpasses:	13
Safety Performance Measures:.....	16
Total Fatalities:.....	17
Total Serious Injuries:	18
Non-Motorized Fatalities and Injuries:	19

COMMUNITY PROFILES

List of Figures

Figure 1: Annual Total Monthly Crashes (Covid19 Impact Assessment)	6
Figure 2: Monthly Fatal Crashes (Covid19 Impact Assessment)	7
Figure 3: Fatal Crashes in the Top 10 Communities (Covid19 Impact Assessment)	10
Figure 4: Total Number of Drivers Distributed by Driver Age.....	10
Figure 5: Reasons (Based on Driver Contribution Codes) for Low Clearance Underpass Collisions.....	13
Figure 6: Locations of Low Clearance Underpasses.....	15
Figure 7: Total Fatalities and Corresponding Crash Rates (5 Year Averages)	17
Figure 8: Total Serious Injuries and Corresponding Crash Rates (5 Year Averages)	18
Figure 9: Combined Non-Motorized Fatalities and Serious Injuries (5 Year Averages).....	19

List of Tables

Table 1: Crash History for all Communities	3
Table 2: Total Crashes in the Region (Covid19 Impact Assessment)	5
Table 3: Fatal Crashes in the Pioneer Valley	7
Table 4: Fatal Crashes by Community.....	8
Table 5: Non-Motorist Crashes by Community.....	11
Table 6: Commercial Vehicle Crashes at Low Clearance Structures by Community	14
Table 7: Safety Performance Measures/Targets	16

Background:

This report is an update to the Pioneer Valley SafetyCompass First Edition which was finalized in the calendar year 2017. The current report provides crash data trends and a summary for each of the 43 member communities based on historic crashes between the calendar years of 2015 to 2017 obtained from MassDOT's IMPACT Crash Data Portal.

Individual community fact sheets include:

- 1) Crash Data trends observed during the three year analysis period
- 2) Top crash locations
- 3) Traffic crash patterns
- 4) A graphical representation of the crashes
- 5) Non-motorist crash and fatal crash locations
- 6) Top 100 Regional Rank of top crash intersections wherever applicable

The report also includes regional analysis for non-motorist crashes, bridge strikes, fatal crashes, driver age distribution, and safety performance measures for the Pioneer Valley. A brief overview of the impact of the Covid19 pandemic on transportation safety in the region is presented by comparing before and after the state mandated restrictions came into effect.

Methodology:

In order to summarize the crash history and identify the key findings, the PVPC utilized the crash data for individual communities between the period of 2015 to 2017. These were identified with the help of the Massachusetts Department of Transportation (MassDOT) online IMPACT crash data tool (<https://apps.impact.dot.state.ma.us/cdp/home>). Geographical Information System (GIS) tools were utilized to develop maps of crashes and to identify the top crash locations within each community. The final format for the SafetyCompass was developed in cooperation with the Pioneer Valley Joint Transportation Committee (JTC).

Changes from First Edition:

- 1) The first edition of the SafetyCompass had different formats for urban and rural communities. The current report has a uniform format of Community Crash Data Fact Sheets for each community regardless of its federal designation.
- 2) The community wide crash history summary has been replaced with visual representation in the form of crash severity and manner of collision charts. The statistics pertaining to weather and light conditions were eliminated based on consultation with the Pioneer Valley JTC.
- 3) A quick crash data compilation bar was added to the first page to highlight major statistics and identify the top crash intersections depicted in the map.
- 4) Inset maps were added wherever necessary to depict details at a smaller scale.
- 5) All crashes are included in the driver contribution code analysis, even for urban communities. This information was not included in the first edition.

- 6) Non-motorist crashes are emphasized in the map and are presented in a bar chart by type and year.
- 7) The top crash intersections have been identified based on MassDOT's methodology of isolating only crashes at junctions.
- 8) A new Equivalent Property Damage Only (EPDO) method was utilized. This is described in more detail in the next section.

Definitions and Limitations:

- 1) To extract the top crash locations within each community, the PVPC utilized MassDOT's adopted Equivalent Property Damage Only (EPDO) method. It places an even larger emphasis on fatal and injury crashes with a weighted factor of 21 while property damage only crashes get a weighted factor of 1. Using GIS tools, intersection crashes were identified based on the attribute of 'Junction Type'.
- 2) Some of the rural communities experienced a very low number of crashes. In such cases, it was possible to examine and investigate these occurrences in more detail than communities which had more crashes.
- 3) A small percentage of the total crashes within the region do not have sufficient data associated with them to be geographically located and plotted on the map. This results in a variance in the number of crashes summarized in the tables and the crashes depicted on the maps.
- 4) In the 'Crash Severity' section, the fatal crashes listed are the total of the number of crashes that resulted in a fatality, not the total number of fatalities. In some incidents, a single crash may have resulted in more than one fatality.
- 5) At times, there were some discrepancies between two or more similar data fields for a community. In such cases, the more reliable data field was utilized and corrections were made to the other fields.
- 6) Some rural communities had very few locations at which multiple crashes occurred. When it was not possible to identify the top 3 high crash locations for a community, a listing of all of the intersection crashes or injury crash locations was provided.

Regional Crash Summary:

Table 1 summarizes the total number of crashes within each community (in alphabetical order) for the latest finalized data over the past decade. The table also provides the average number of annual crashes per 1000 population based on 2019 Census population. The Town of Hadley stands out with a much higher crash rate per 1000 people followed by Blandford and Holyoke. A significant increase in the total number of crashes in the City of Springfield after the 2010 calendar year is a result of improvements the city made in reporting their crash data to the Massachusetts Registry of Motor Vehicles. PVPC has included a task in its 2022 Unified Planning Work Program to review the variations in annual crashes experienced in the Towns of Brimfield and Longmeadow.

Table 1: Crash History for all Communities

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Average Annual Crashes	Population (July 2019)	Average Annual Crashes per 1000 people
Agawam	586	513	564	541	494	480	505	554	589	602	5,428	543	28,613	18.97
Amherst	182	95	443	450	390	276	368	430	407	391	3,432	343	39,924	8.60
Belchertown	221	259	229	228	230	208	261	254	226	264	2,380	238	15,098	15.76
Blandford	70	58	76	76	77	55	67	53	66	78	676	68	1,252	53.99
Brimfield	85	43	57	74	77	55	46	58	114	62	671	67	3,680	18.23
Chester	16	9	18	13	12	15	15	17	13	24	152	15	1,369	11.10
Chesterfield	9	9	3	11	19	17	9	5	17	20	119	12	1,249	9.53
Chicopee	1,471	1,445	1,437	1,502	1,390	1,351	1,425	1,854	1,908	1,990	15,773	1,577	55,126	28.61
Cummington	9	3	3		4	2	4	7	3	2	37	4	874	4.23
East Longmeadow	452	444	388	446	384	384	402	391	375	384	4,050	405	16,192	25.01
Easthampton	124	78	286	274	303	277	293	282	334	310	2,561	256	15,829	16.18
Goshen	17	6	11	18	14	10	18	20	13	19	146	15	1,059	13.79
Granby	165	136	116	138	166	168	154	173	210	183	1,609	161	6,291	25.58
Granville	22	10	22	18	12	10	9	10	6	10	129	13	1,611	8.01
Hadley	318	324	266	256	290	267	263	399	461	376	3,220	322	5,342	60.28
Hampden	63	39	55	47	37	68	59	57	54	71	550	55	5,177	10.62
Hatfield	32	19	35	36	29	25	23	18	30	55	302	30	3,251	9.29
Holland	7	10	12	6	9	10	9	7	8	3	81	8	2,482	3.26
Holyoke	1,654	1,702	1,705	2,054	1,636	1,673	1,707	1,771	1,783	1,837	17,522	1,752	40,117	43.68
Huntington	19	21	22	19	21	14	12	28	25	32	213	21	2,169	9.82

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Average Annual Crashes	Population (July 2019)	Average Annual Crashes per 1000 people
Longmeadow	238	244	185	212	216	224	187	194	187	403	2,290	229	15,705	14.58
Ludlow	449	457	433	454	448	409	395	589	599	657	4,890	489	21,233	23.03
Middlefield	5		2	1	3	1	5	1	3	3	24	2	534	4.49
Monson	110	87	51	65	50	62	61	51	53	33	623	62	8,787	7.09
Montgomery	8	15	18	16	17	11	9	9	12	13	128	13	866	14.78
Northampton	670	606	623	630	565	573	577	605	628	650	6,127	613	28,451	21.54
Palmer	379	288	417	436	347	409	210	344	379	386	3,595	360	12,232	29.39
Pelham	11	13	7	6	17	6	13	6	11	18	108	11	1,313	8.23
Plainfield	7	9	4	7	10	9	4	2	6	3	61	6	661	9.23
Russell	45	30	39	46	50	44	43	53	32	51	433	43	1,792	24.16
South Hadley	276	245	283	254	261	241	246	251	225	236	2,518	252	17,625	14.29
Southampton	50	53	46	51	44	51	52	58	73	79	557	56	6,171	9.03
Southwick	202	189	98	234	179	154	144	141	146	163	1,650	165	9,740	16.94
Springfield	805	561	470	4,643	4,501	4,330	4,139	4,347	4,664	4,716	33,176	3,318	153,606	21.60
Tolland	1	2	2	4	5	3	3	3	2	2	27	3	508	5.31
Wales	12	8	8	7	5	7	6	8	9	6	76	8	1,874	4.06
Ware	162	192	211	233	196	188	197	198	234	200	2,011	201	9,711	20.71
West Springfield	145	527	611	850	823	727	662	782	630	737	6,494	649	28,517	22.77
Westfield	755	725	812	813	778	735	623	780	786	776	7,583	758	41,204	18.40
Westhampton	20	17	14	18	20	15	19	18	19	18	178	18	1,637	10.87
Wilbraham	308	287	353	363	317	304	313	336	349	354	3,284	328	14,689	22.36
Williamsburg	67	61	39	64	54	57	41	56	50	42	531	53	2,466	21.53
Worthington	14	6	1	5	4	6	10	12	5	7	70	7	1,175	5.96
Grand Total	10,261	9,845	10,475	15,619	14,504	13,931	13,608	15,232	15,744	16,266	135,485	13,549	627,202	21.60

Impact of Covid19 on the Total Number of Crashes in the Region:

To analyze the impact of the pandemic restrictions on transportation safety in the region, crash data for the calendar years of 2018, 2019, and 2020 was obtained from the MassDOT IMPACT portal. This data was not yet finalized at the time of this analysis and there is a possibility of some change in the total numbers once it is finalized.

Table 2 indicates that the total number of reported crashes in the region during the year 2020 decreased from the previous years of 2019 and 2018 by almost 30 percent. This finding is consistent with the reductions in vehicle trips as a result of less people making a daily commute and the impact on personal trips due to the COVID 19 pandemic.

Figure 1 depicts the monthly distribution of total annual crashes. The reduction in total crashes is observed throughout the 2020 year for all months with the largest decline seen during the months of March and April of 2020.

Table 2: Total Crashes in the Region (Covid19 Impact Assessment)

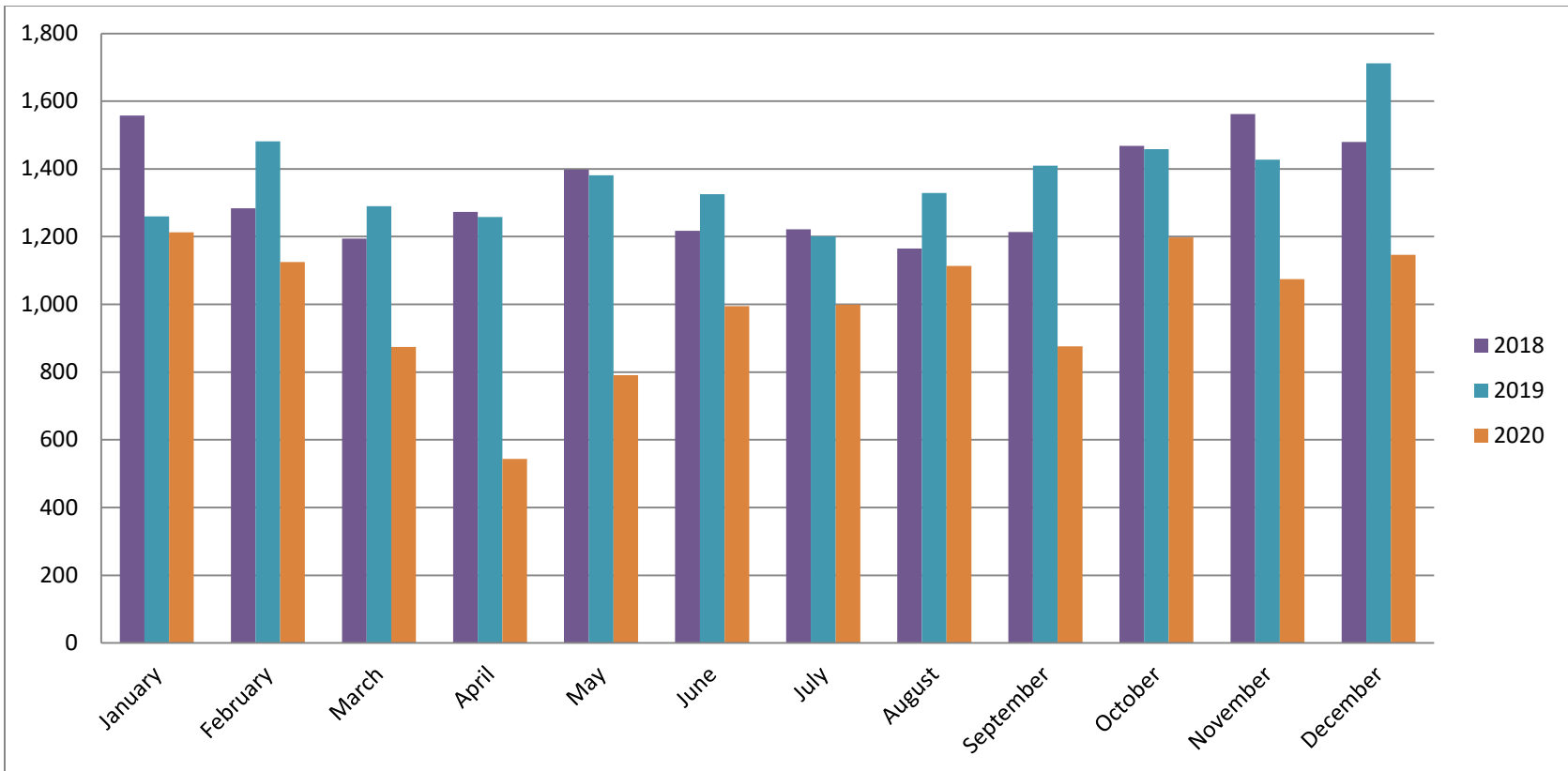
	2018	2019	2020
January	1,558	1,260	1,213
February	1,284	1,481	1,125
March	1,194	1,290	874
April	1,273	1,258	544
May	1,398	1,381	791
June	1,217	1,325	995
July	1,222	1,201	999
August	1,165	1,329	1,114
September	1,214	1,410	876
October	1,468	1,458	1,198
November	1,562	1,427	1,075
December	1,480	1,712	1,146
Total	16,035	16,532	11,950

The crash data for 2018, 2019, and 2020 is not yet finalized and there is a possibility that it can vary or change.

Fatal Crashes in the Region:

A total of 118 fatal crashes were reported in the region during the three year analysis period (2015 – 2017). Table 3 summarizes the annual regional fatal crashes by month for the six year period (2015 - 2020). The crash data for the calendar years of 2018, 2019, and 2020 is not yet finalized and there is a possibility that it can vary or change.

Figure 1: Annual Total Monthly Crashes (Covid19 Impact Assessment)



The crash data for 2018, 2019, and 2020 is not yet finalized and there is a possibility that it can vary or change

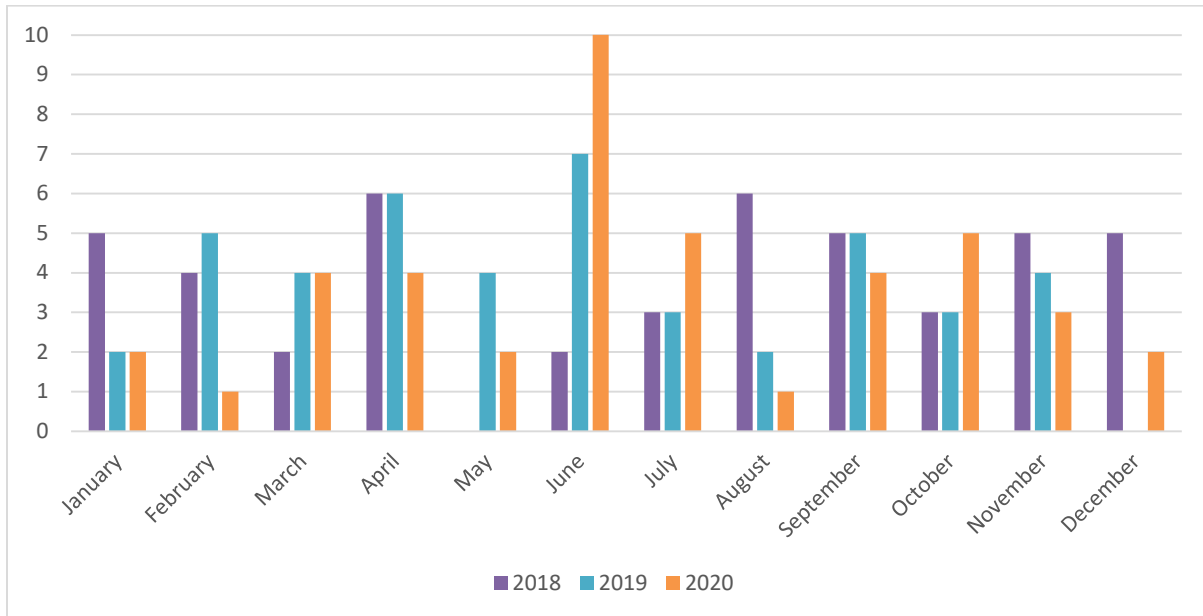
Table 3: Fatal Crashes in the Pioneer Valley

	2015	2016	2017	2018	2019	2020
January	1	7	4	5	2	2
February	3	2	4	4	5	1
March	4	5	5	2	4	4
April	5	1	4	6	6	4
May	3	8	1	0	4	2
June	3	5	1	2	7	12
July	5	4	2	3	3	5
August	1	2	4	6	2	1
September	0	4	8	5	5	4
October	2	4	1	3	3	5
November	5	4	4	5	4	3
December	2	0	0	5	0	2
Total	34	46	38	46	45	45

The crash data for 2018, 2019, and 2020 is not yet finalized and there is a possibility that it can vary or change.

Fatal crash data for 2018, 2019, and 2020 was further analyzed to identify the impact of the Covid19 pandemic restrictions and changes to travel patterns in the region. Figure 2 compares the monthly fatal crashes before and after restrictions from 2018 - 2020.

Figure 2: Monthly Fatal Crashes (Covid19 Impact Assessment)



The fatal crashes occurred in a total of 34 communities listed in Table 4 in descending order. The City of Springfield alone experienced nearly 30% of the total fatal crashes in the region.

Table 4: Fatal Crashes by Community

	2015	2016	2017	2018	2019	2020	Total
Springfield	6	11	14	17	8	16	72
Chicopee	4	6	2	2	8	5	27
West Springfield	4	3		3	5	3	18
Holyoke	2	4	1	1	5	3	16
Westfield	3	4	2		2	4	15
Palmer	2		3	4	1		10
Ludlow		2	2	2	3		9
South Hadley		3		2	2	1	8
Agawam	1	1	3			2	7
Amherst		2	1		2	1	6
Belchertown	1		2	2	1		6
Southwick	1	1	1	1	1	1	6
Blandford		2	1	1	1		5
Brimfield	2	1			1	1	5
Northampton	2	1	1			1	5
Wilbraham				1	2	1	4
East Longmeadow	1		1		1		3
Granby			1	1	1		3
Hampden	1			1		1	3
Huntington		1		2			3
Longmeadow			1	1	1		3
Ware		1	1			1	3
Westhampton	2					1	3
Easthampton				2			2
Granville	1					1	2
Wales				1		1	2
Chesterfield				1			1
Cummington	1						1
Hatfield		1					1
Montgomery						1	1
Plainfield		1					1
Russell			1				1
Southampton		1					1
Worthington				1			1
Total	34	46	38	46	45	45	254

Fatal crashes increased significantly in the region from 2015 to 2016, decreased in 2017 and then again increased in 2018. Since 2018, the total number of fatal crashes has remained fairly consistent. This is a negative trend that must be reversed through better implementation of the Massachusetts Strategic

Highway Safety Plan (SHSP). The SHSP is a statewide-coordinated safety plan providing a comprehensive framework for reducing fatal and serious injury crashes on all public roads. The PVPC has integrated the goals and strategies from the Massachusetts SHSP into the regional transportation plan. In addition, safety has been incorporated into the regional Transportation Evaluation Criteria to award bonus points for projects that address known safety problems.

The Massachusetts SHSP incorporates 14 emphasis areas (EAs) as part of its Five-Year Action Plan for reducing roadway fatalities ([link to SHSP Action Plan](#)). PVPC works in cooperation with MassDOT to identify safety needs as well as invest in strategies and countermeasures that save lives and prevent injuries. The identification of the high crash locations as done in this document is one of the many strategies recommended in the SHSP Action Plan.

Review of the 2020 crash data shows the COVID 19 pandemic did have a noticeable impact on fatal crashes, particularly during the month of June. Fatal crashes increased during the months of June, July and October despite the fact that vehicle travel was much lower in 2020. This is also remarkable as the number of total reported crashes actually decreased in every month of 2020 compared to previous years (Figure 1).

Figure 3 depicts community fatal crashes for the calendar years of 2018, 2019, and 2020 for each of the top 10 communities. It was observed that fatal crashes decreased from 2018 to 2019 in the City of Springfield but increased sharply in 2020. Fatal crashes also increased from 2018 to 2019 in nearly all of the 10 communities. PVPC will continue to monitor fatal crashes and work with both MassDOT and regional communities to advance safety countermeasures in the region.

Driver Age:

The total number of drivers involved in crashes in the region based on their age is depicted in Figure 4. Most drivers that were involved in crashes were between the ages of 25 to 34 years old. Almost 80% of all crashes involved drivers that were between the ages of 25 to 64 years old. This indicates that in our region an overwhelming majority of crashes do not involve inexperienced or elderly drivers.

Non-Motorist Crashes:

A total of 37 out of the 43 communities in the Pioneer Valley region experienced at least one crash that involved a non-motorist based on the last 10 years of finalized crash data. This information is summarized in Table 5. The communities are arranged in chronological order starting from the highest number of reported non-motorist crashes to the lowest. The City of Springfield had both the highest total of non-motorist crashes and the highest annual average of non-motorist crashes. The City of Holyoke had the highest rate of non-motorist crashes per 10,000 population while the Town of Hadley again had a higher rate of crashes per 10,000 population (4th highest) despite its lower total of non-motorist crashes. The Massachusetts Complete Streets and Safe Routes to School programs both assess and upgrade infrastructure for non-motorists. It is hoped that such programs can aid in reducing the number of non-motorist crashes in the region over time as more improvements are implemented.

Figure 3: Fatal Crashes in the Top 10 Communities (Covid19 Impact Assessment)

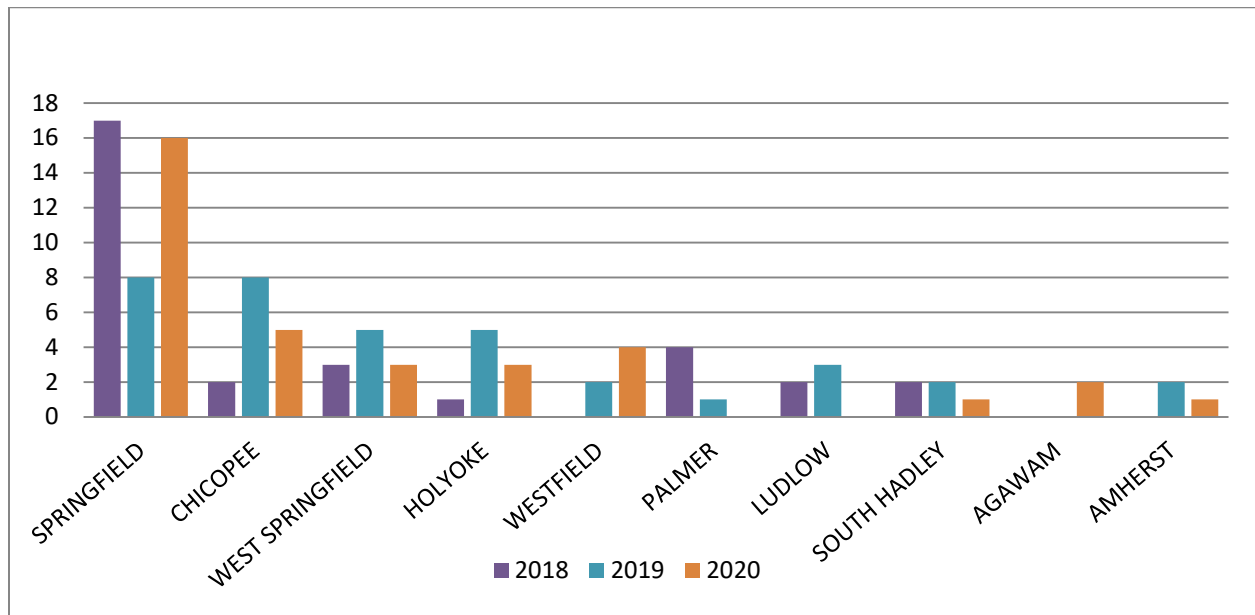


Figure 4: Total Number of Drivers Distributed by Driver Age

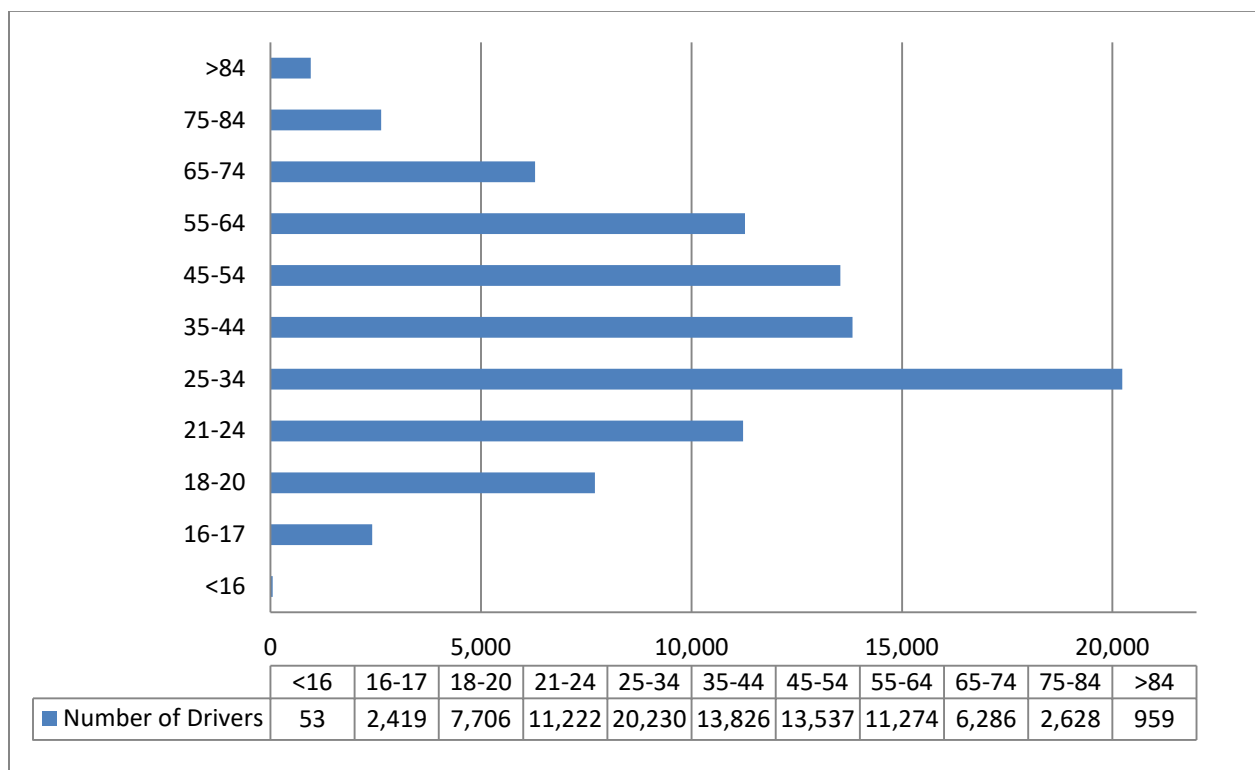


Table 5: Non-Motorist Crashes by Community

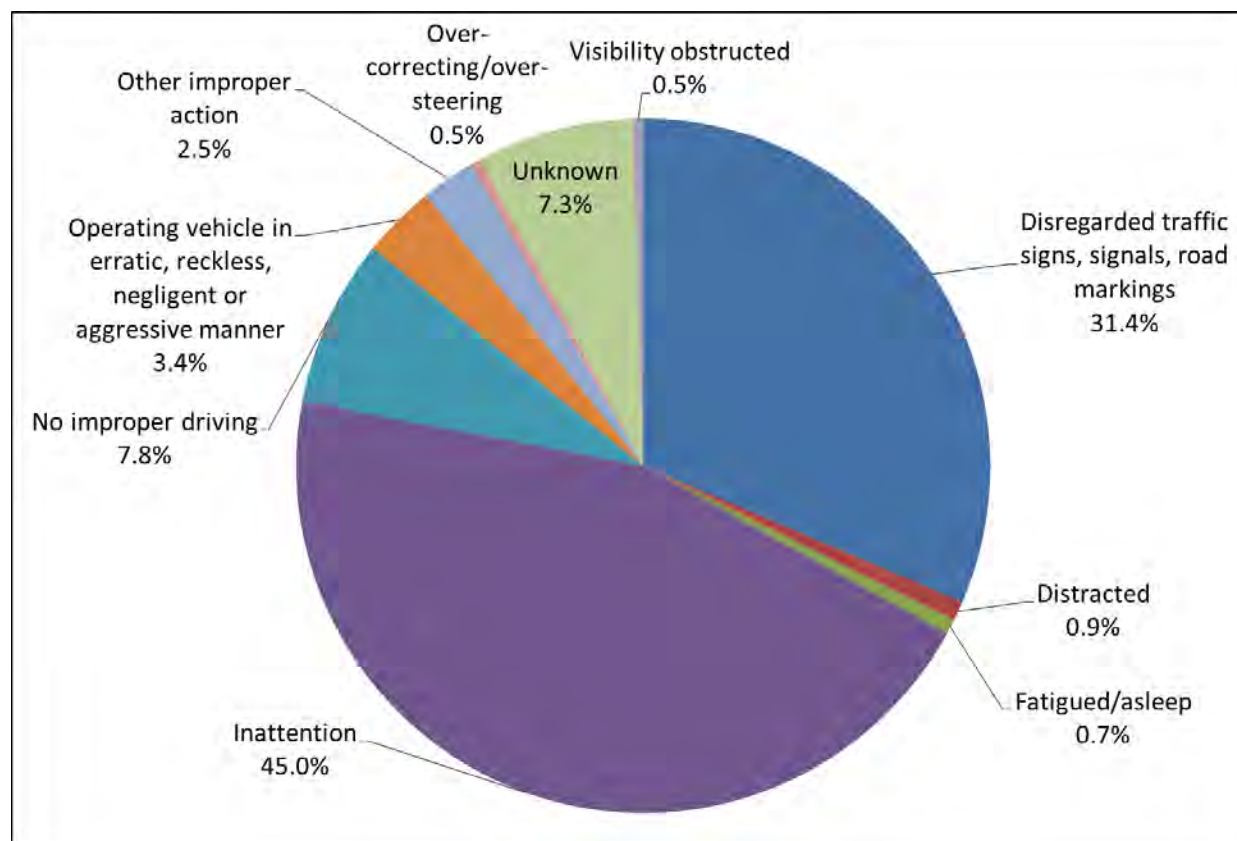
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total	Average Annual Crashes	Population July 2019	Average Annual Non-Motorist Crashes per 10,000 Population
1	Springfield	11	5	6	229	244	214	182	214	201	204	1,510	302.00	153,606	19.66
2	Holyoke	52	50	44	48	44	52	45	42	51	45	473	94.60	40,117	23.58
3	Chicopee	42	35	35	32	50	38	36	45	53	51	417	83.40	55,126	15.13
4	Northampton	31	19	23	26	35	32	27	24	26	26	269	53.80	28,451	18.91
5	Westfield	36	29	31	22	32	23	19	19	18	21	250	50.00	41,204	12.13
6	Amherst	1	5	28	24	26	18	21	25	26	21	195	39.00	39,924	9.77
7	West Springfield	2	14	19	21	22	24	20	17	15	24	178	35.60	28,517	12.48
8	Agawam	11	2	13	13	13	15	7	8	5	12	99	19.80	28,613	6.92
9	Ludlow	10	6	10	4	15	8	7	1	9	3	73	14.60	21,233	6.88
10	East Longmeadow	5	9	14	9	5	5	8	5	6	5	71	14.20	16,192	8.77
11	Palmer	10	4	7	8	9	7	6	5	6	7	69	13.80	12,232	11.28
12	South Hadley	4	8	9	9	1	4	8	6	6	6	61	12.20	17,625	6.92
13	Easthampton	5		10	6	11	7	10	5	4	2	60	12.00	15,829	7.58
14	Hadley	6	5	1	8	6	1	2	3	6	8	46	9.20	5,342	17.22
15	Longmeadow	5	6	3	5	1	6	3	5	4	7	45	9.00	15,705	5.73
16	Ware	8	4	4	1	1	5	4	4	7	4	42	8.40	9,711	8.65
17	Wilbraham	4	1	4	7	6	3	4	3	2	5	39	7.80	14,689	5.31

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total	Average Annual Crashes	Population July 2019	Average Annual Non-Motorist Crashes per 10,000 Population
18	Southwick	4	3	1	2	3	1	4	3	2	3	26	5.20	9,740	5.34
19	Belchertown	3	2	1	2		1	3	1	2	3	18	3.60	15,098	2.38
20	Granby	4	1	1	2	1	2		2	1	2	16	3.20	6,291	5.09
21	Hampden		2	1	1		2	2	1		1	10	2.00	5,177	3.86
22	Blandford		1		1	1	1			1	1	6	1.20	1,252	9.58
23	Brimfield	2						1	1	1	1	6	1.20	3,680	3.26
24	Monson	2	1		1			1	1			6	1.20	8,787	1.37
25	Southampton		1			1	2	2				6	1.20	6,171	1.94
26	Russell								2	3		5	1.00	1,792	5.58
27	Montgomery			1	1		1				1	4	0.80	866	9.24
28	Wales	1	1			2						4	0.80	1,874	4.27
29	Chester									1	2	3	0.60	1,369	4.38
30	Williamsburg		1			1			1			3	0.60	2,466	2.43
31	Huntington			1					1			2	0.40	2,169	1.84
32	Pelham					1					1	2	0.40	1,313	3.05
33	Westhampton					1					1	2	0.40	1,637	2.44
34	Goshen							1				1	0.20	1,059	1.89
35	Hatfield						1					1	0.20	3,251	0.62
36	Holland							1				1	0.20	2,482	0.81
37	Plainfield									1		1	0.20	661	3.03
	Total	259	215	267	482	532	473	424	444	457	467	4,020	804	621,251	12.94

Commercial Vehicle Crashes at Low Clearance Underpasses:

The Pioneer Valley Regional Freight Plan reported that collisions with overhead structures accounted for more than 12% of all the single commercial vehicle crashes from 2016 - 2018. The MassDOT IMPACT site was consulted to identify the ten year trend in crashes at low clearance underpasses. Crash data for the calendar years 2008 – 2017 were filtered by the “Most Harmful Event” field to identify possible crashes involving a commercial vehicle and low clearance underpass. Only crashes that were reported as a “collision with bridge overhead” or “collision with bridge” were considered in this analysis. This data was further refined by verification that the vehicle was a commercial vehicle through the “vehicle configuration” field and that the structure was in fact a low clearance underpass (13’ 5” or lower) using the crash coordinates and Google Street View. Figure 5 represents the driver contributions codes or reasons for crashes with low clearance underpasses in the region.

Figure 5: Reasons (Based on Driver Contribution Codes) for Low Clearance Underpass Collisions



Many crashes were found to be a result of driver inattention and the disregard of posted signs. PVPC expects to complete an assessment of 35 low clearance structures in 2021 to identify potential improvements to existing warning signs and detours. A summary of commercial vehicle crashes from 2008 - 2017 at low clearance structures by community is presented in Table 6.

Table 6: Commercial Vehicle Crashes at Low Clearance Structures by Community

Low Clearance Structure	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
AMHERST			1	2	1		1	1	1	1	8
Snell St			1	1				1			3
South East St				1	1		1		1	1	5
BELCHERTOWN				1				2	3	1	7
George Hannum St									1		1
North Washington St				1				2	1	1	5
South St/ West St/ River St									1		1
BRIMFIELD									3		3
Kings Bridge Road									3		3
CHICOPEE	7	2	3	3	3	3	1	5	5	6	38
Prospect St	7	2	3	3	3	3	1	5	5	6	38
HOLYOKE	8	7	4	9	11	7	4	11	7	10	78
Appleton St							1				1
Cabot St						1		1	1	1	4
Jackson St	3	3	2	2	2	3		4	4	2	25
Lyman St / Canal St	5	3	1	7	9	3	3	6	2	5	44
Mosher St										1	1
Sargeant St		1	1							1	3
MONSON				1	1		1		1		4
Bliss St				1	1		1				3
Maple St									1		1
NORTHAMPTON	3	4	5	7	4	2	3	5	4	6	43
Bridge St	3	3	4	6	4	1	3	3	2	6	35
Hatfield Road			1								1
Holyoke St		1				1		1	1		4
North St				1				1	1		3
PALMER	1				1				2	5	9
Bridge St									1	3	4
Palmer Rd										1	1
State St	1				1				1	1	4
SOUTHAMPTON		1				1				1	3
Gunn Rd		1				1				1	3
SPRINGFIELD				2	6	3	3	1	1	5	21
Chestnut St					2	3			1	1	7
Main St				2	4		3	1		4	14
WEST SPRINGFIELD			3	3	2	1	1	6	5	6	27
Dewey St / Westfield St								1			1
Main St				2		1		1	2	4	10
River St			3	1	1		1	4	3	1	14
Union St					1					1	2

The City of Holyoke had the most crashes (78) of commercial vehicles with a low clearance structure over the ten year period. A total of 44 of these crashes involved a commercial vehicle striking the railroad overpass in the vicinity of the intersection of Lyman Street with Canal Street. PVPC has included an in-depth study of this location as part of its FFY2022 Unified Planning Work Program.

A total of 72 crashes involving a commercial vehicle with a low clearance structure occurred in the City of Westfield. The heights of three locations (East Silver Street, North Elm Street and Union Avenue) were raised as part of recent transportation improvement projects. There have not been any collisions at these locations since the improvements have been completed.

Safety Performance Measures:

The FAST Act requires MPOs, in collaboration with the state DOT and transit agencies, to formally establish targets for performance measures aligned with national goals. Performance Based Planning and Programming (PBPP) refers to the application of performance management within the parameters of the FAST Act to achieve desired outcomes for the multimodal transportation system. It is intended to advance transportation investments based on their ability to meet established goals. This includes setting targets for the measures identified in the FAST Act. Performance measures are intended to monitor and track performance over time and assess the effectiveness of projects and strategies. In the Pioneer Valley region, performance based planning methods have been used in the development of the regional Transportation Evaluation Criteria to program projects as part of the Regional Transportation Improvement Program for many years.

Table 7: Safety Performance Measures/Targets

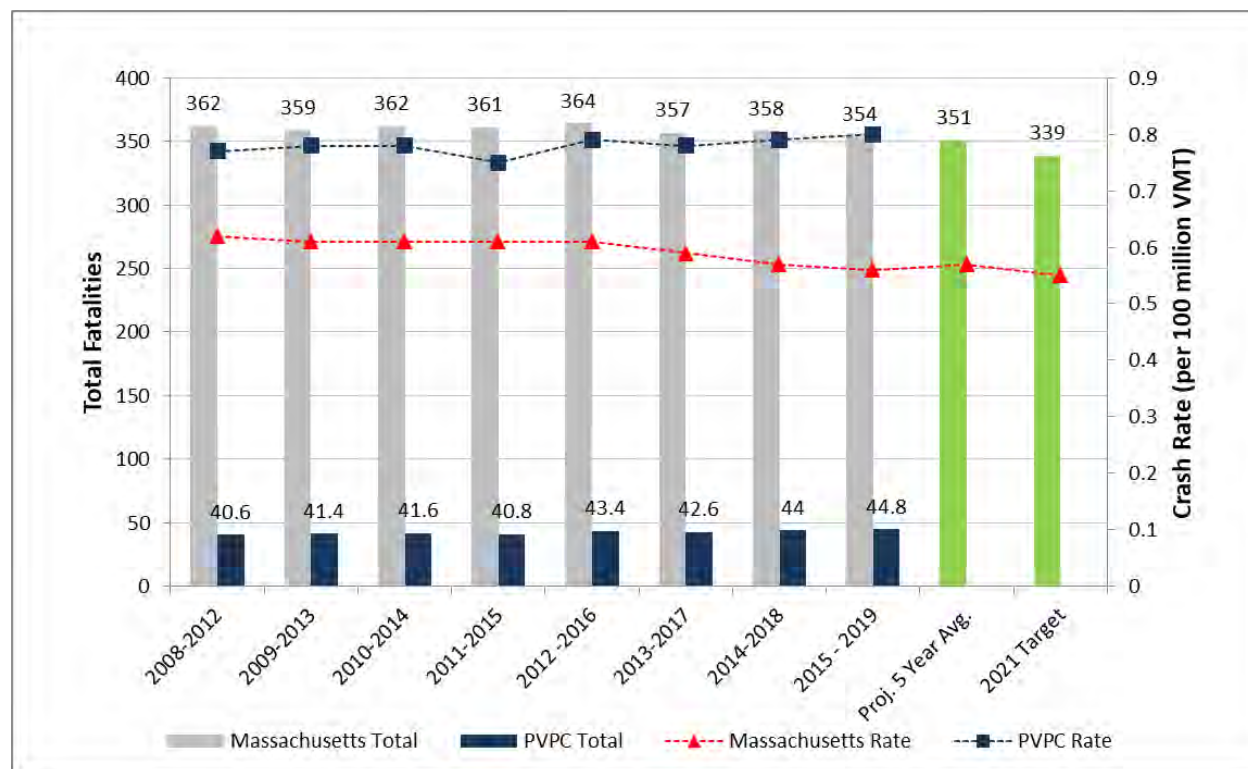
Performance Measure	State Target
Total Number of Fatalities	Reduce Total Number of Fatalities to 339 or less statewide
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Reduce the Rate of Fatalities to 0.55/100 million VMT or less statewide
Total Number of Serious Injuries	Reduce Total Number of Serious Injuries to 2580 or less statewide
Rate of Serious Injuries per 100 Million VMT	Reduce the Rate of Serious Injuries to 4.30/100 million VMT or less statewide
Total Number of Non-Motorized Fatalities and Serious Injuries	Do Not Exceed the Current Average of 506 for the Total Number of Non-Motorized Fatalities and Serious Injuries statewide

The Pioneer Valley Metropolitan Planning Organization (MPO) has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2021. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures. Table 7 summarizes the five safety targets required to be compiled and updated by the State DOTs and MPOs annually.

Total Fatalities:

Figure 7 depicts five year averages of the number of fatalities for the Commonwealth of Massachusetts and for the Pioneer Valley region. The average number of fatalities in the region has marginally increased over the past decade along with a small increase in the crash rate per 100 million vehicle miles travelled. This is in contrast to the rates for the Commonwealth that are beginning to show modest declines. It is hoped that continued investments by the Commonwealth in current safety countermeasures will result in trends in the Pioneer Valley region beginning to mirror those for the rest of Massachusetts. The current target for total fatalities requires reducing the total number to 339 or less. The Pioneer Valley MPO continues to advance transportation improvement projects that improve safety in the region.

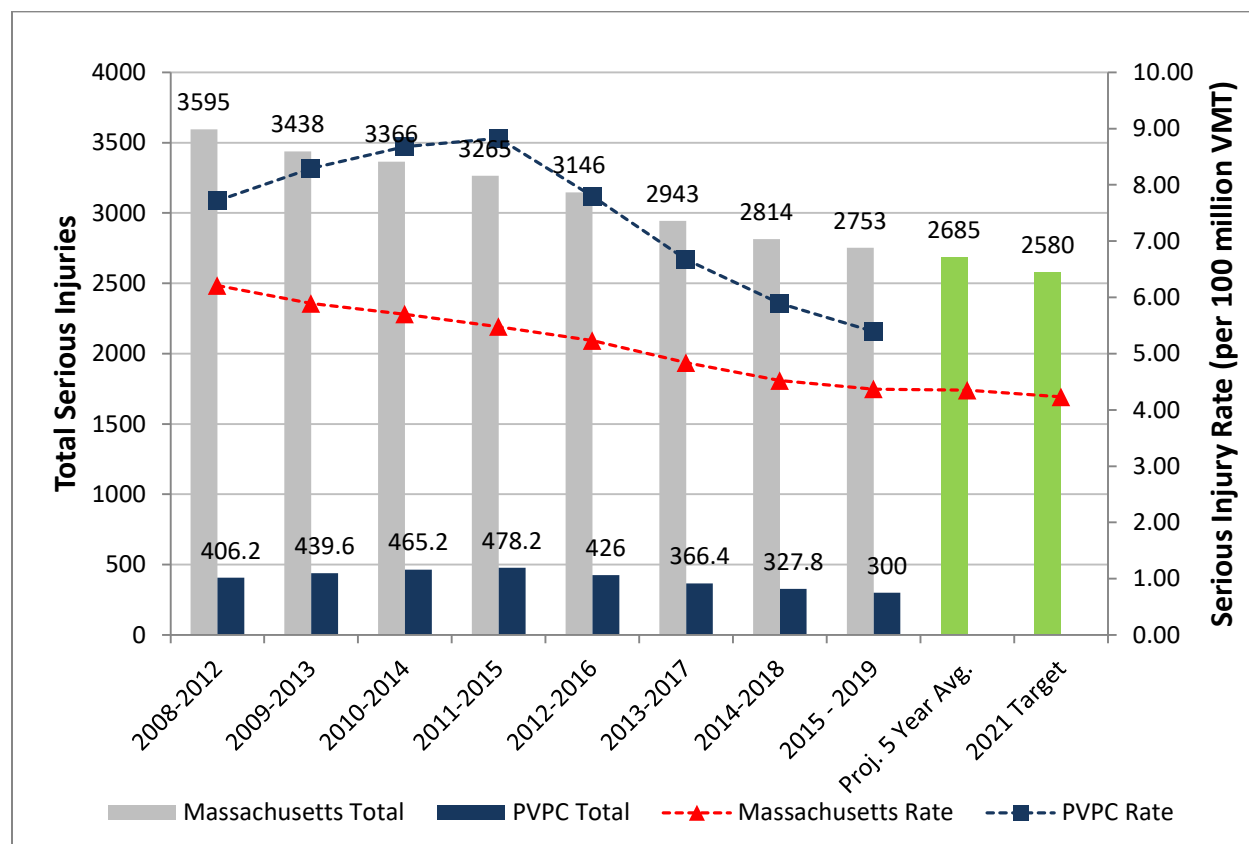
Figure 7: Total Fatalities and Corresponding Crash Rates (5 Year Averages)



Total Serious Injuries:

Figure 8 depicts the five year average of serious injuries in the Commonwealth and region over the last decade. The five year average of serious injuries in the region has reduced significantly by 20% over this time and closely follows the trends for the rest of Massachusetts. This same decline is also observed in the serious injury crash rate per 100 million vehicle miles travelled. If the current trends continue, the established targets should be met.

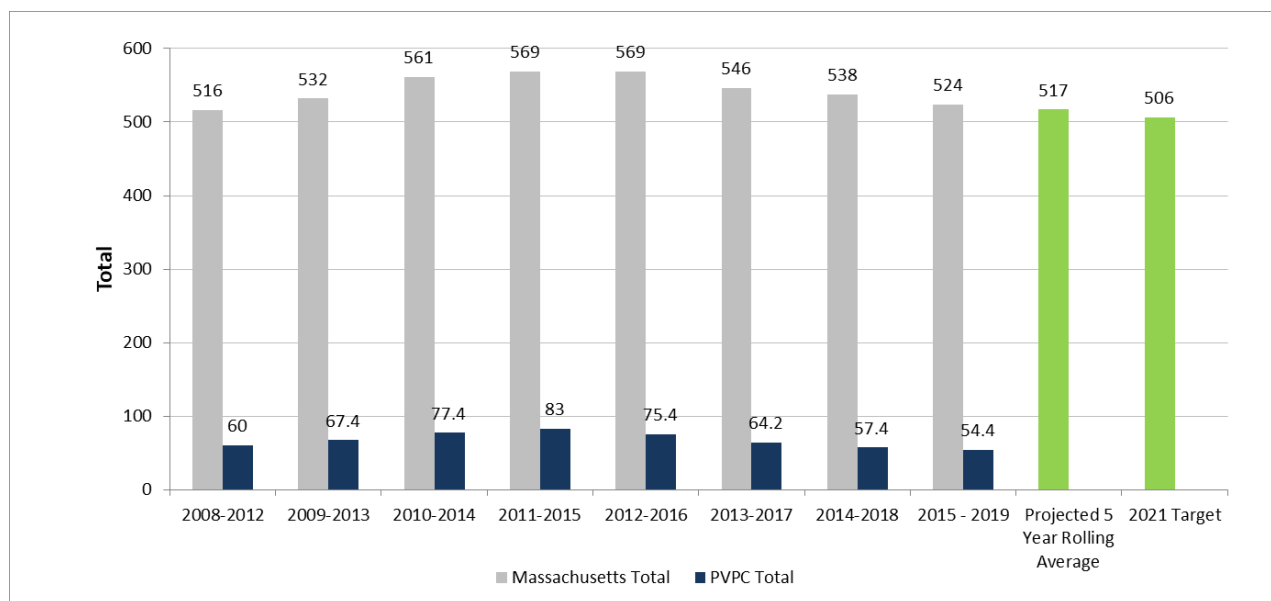
Figure 8: Total Serious Injuries and Corresponding Crash Rates (5 Year Averages)

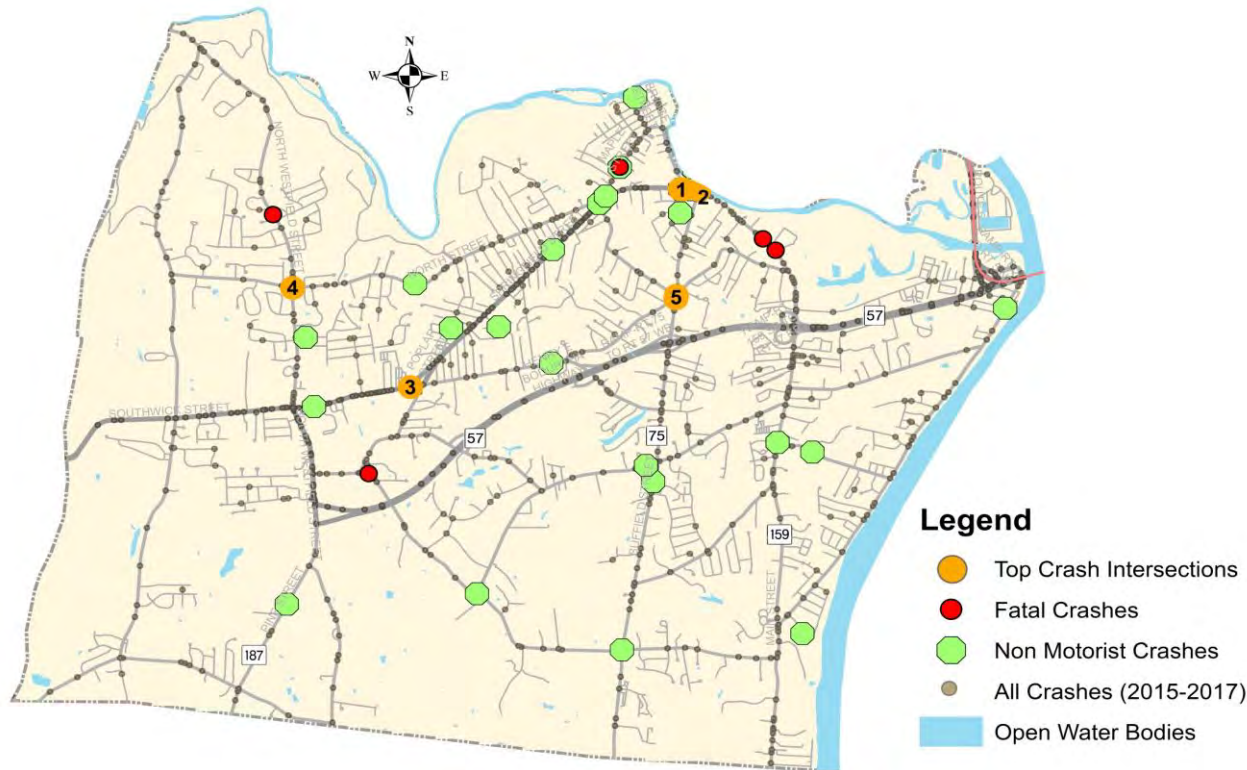


Non-Motorized Fatalities and Injuries:

The combined fatalities and injuries related to non-motorized modes for the Commonwealth and the region are shown in Figure 9. Again, the region follows the same trends for these targets as the rest of Massachusetts. The average total of non-motorized injuries and fatalities increased every year for the first five periods. A decline in these totals has since occurred beginning in 2017. This is likely an indication of effective recent investments in safety countermeasures across Massachusetts. PVPC will continue to work with MassDOT to advance appropriate safety measures to reduce non-motorized fatalities and injuries.

Figure 9: Combined Non-Motorized Fatalities and Serious Injuries (5 Year Averages)

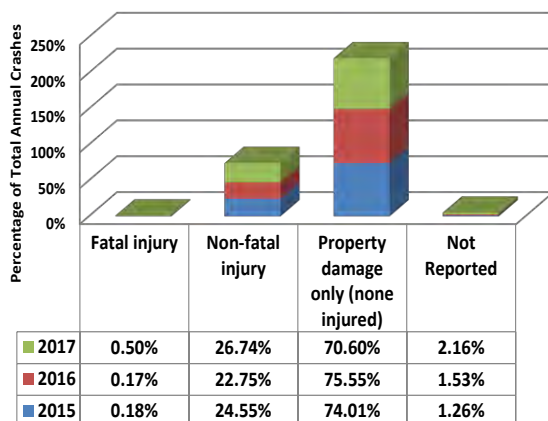




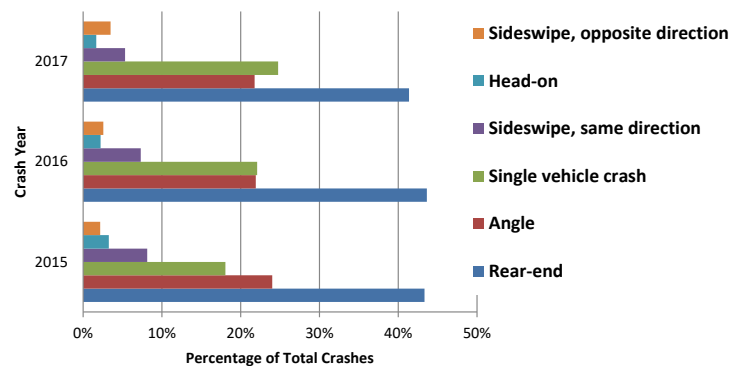
Map Not to Scale

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 544

2016 – 589

2017 – 602

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 20.30

TOTAL FATAL CRASHES - 5

TOTAL NON- MOTORIST CRASHES - 25

TOP CRASH INTERSECTIONS

1. Springfield Street (Route 147) and Walnut Street
(Crashes 27, EPDO* 187)
2. Springfield Street (Route 147), Suffield Street (Route 147), Main Street (Route 159), and Suffield Street (Route 75)
(Crashes 20, EPDO* 120)
3. Springfield Street (Route 147) and Mill Street
(Crashes 10, EPDO* 110)
4. North Westfield Street (Route 187) and North Street
(Crashes 7, EPDO* 107)
5. Suffield Street (Route 75), Cooper Street, and Rowley Street
(Crashes 16, EPDO* 96)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 25 non-motorist crashes were recorded in Agawam between 2015 and 2017, one of those resulted in the fatality of a pedestrian.
- Three of the other four fatal crashes were single vehicle collisions with a guardrail, light pole, and a tree respectively.
- A majority of collisions were rear-end crashes which resulted in property damage only without any injuries.
- Almost half of all the crashes occurred along principal arterials in town.

FIRST HARMFUL EVENT SUMMARY

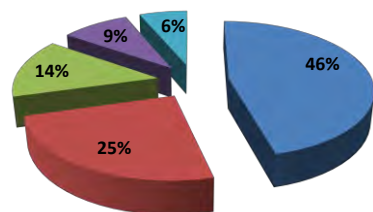
Collision with motor vehicle in traffic	1264
Collision with guardrail or median barrier	81
Collision with parked motor vehicle	81
Collision with utility pole	69
Collision with curb	45
Collision with tree	36
Not reported	29
Collision with animal	26
Collision with other light pole or other post/support	26
Collision with non-motorist	25
Collision with unknown fixed object	24
Collision with ditch or embankment	14
Collision with other movable object	12
Other non-collision	7
Overturn/rollover	4
Collision with bridge	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

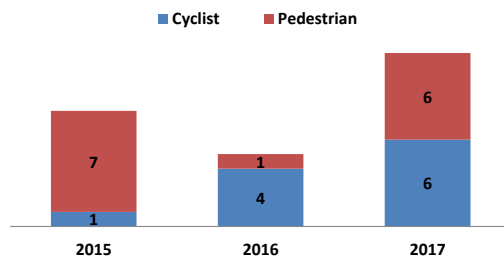
No improper driving	2318
Distracted or inattention	265
Followed too closely	138
Unknown	133
Driving too fast for conditions or exceeded speed limit	75
Failed to yield right of way	71
Failure to keep in proper lane or running off road	61
Operating vehicle in erratic, reckless, negligent or aggressive manner	61
Emotional, illness or physical impairment	39
Swerving or avoiding due to wind, vehicle, object, non-motorist etc.	37
Disregarded traffic signs, signals, road markings	31
Other improper action	29
Fatigued/asleep	27
Over-correcting/over-steering	24
Visibility obstructed	21
Wrong side or wrong way	12
Made an improper turn	10
Operating defective equipment	6
Glare	5

Roadway Classification

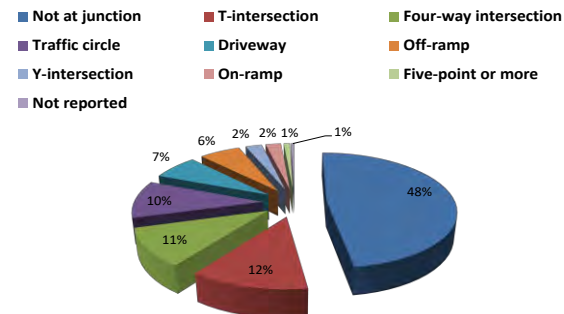
- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Urban collector or rural minor collector
- Local
- Not Reported

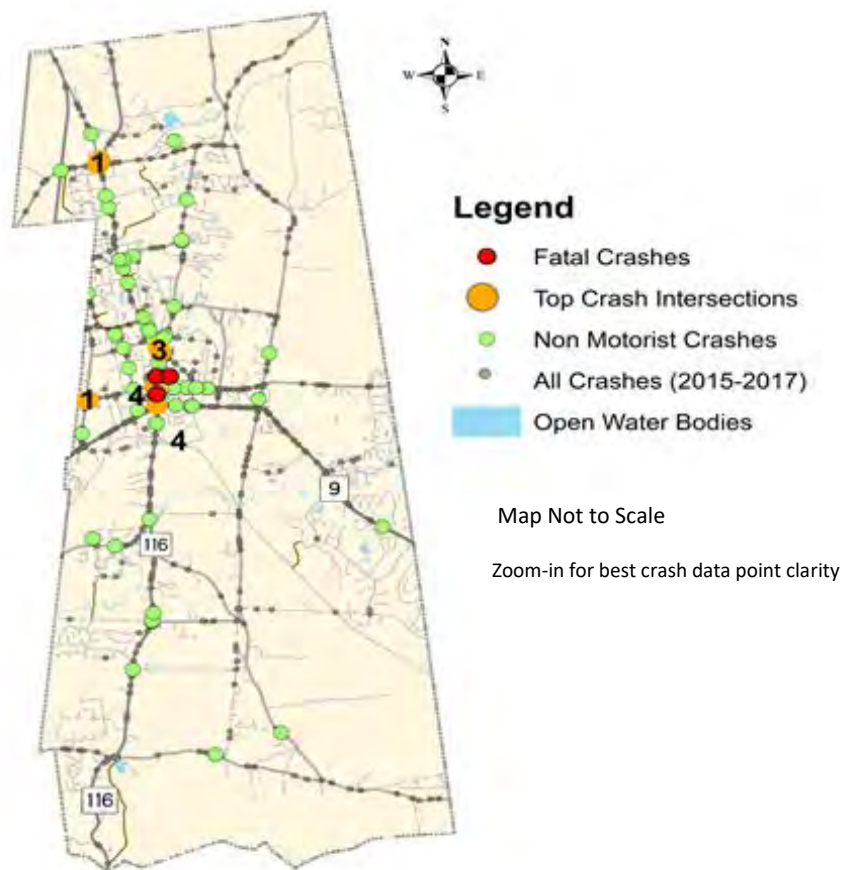


Non-motorist Crashes by Type and Year

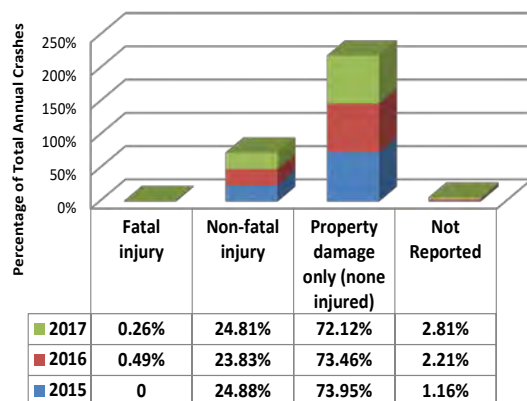


Location of Crashes

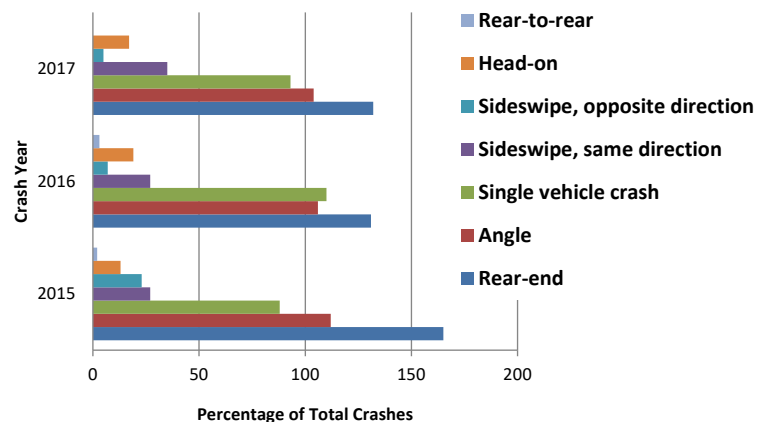




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 430

2016 – 407

2017 – 391

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 10.25

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 72

TOP CRASH INTERSECTIONS

1. Montague Road (Route 63), Meadow Street, North Pleasant Street, Pine Street, and Sunderland Road (Crashes 42, EPDO* 138)
2. Amity Street and University Drive (Crashes 42, EPDO* 138)
3. East Pleasant Street and Triangle Street (Crashes 39, EPDO* 119)
4. North Pleasant Street, South Pleasant Street, Amity Street and Main Street (Crashes 29, EPDO* 93)
5. College Street (Route 9), Northampton Road (Route 9), and South Pleasant Street (Route 116) (Crashes 29, EPDO* 93)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 72 non-motorist crashes were recorded in Amherst between 2015 and 2017, one of those resulted in the fatality of a pedestrian.
- The other two fatal crashes were a result of motor vehicles colliding with another parked vehicle and a motor vehicle colliding with a tree.
- A majority of collisions were rear-end crashes which resulted in property damage only and no injuries.
- A majority of crashes occurred along the minor arterials in town.

FIRST HARMFUL EVENT SUMMARY

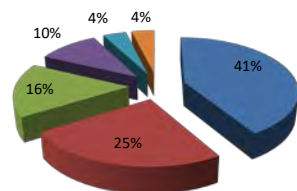
Collision with motor vehicle in traffic	810
Collision with parked motor vehicle	91
Collision with non-motorist	72
Collision with other light pole or utility pole	54
Collision with tree	54
Collision with unknown fixed object	38
Collision with animal	22
Collision with ditch or embankment	22
Collision with guardrail or median barrier	22
Collision with curb	19
Overturn/rollover	11
Not reported	6
Collision with other movable object	5
Collision with bridge overhead structure	4
Other non-collision	3
Collision with work zone maintenance equipment	1
Collision with moped	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	1127
Distracted or inattention	504
Not Reported	135
Operating vehicle in erratic, reckless, negligent or aggressive manner	93
Failed to yield right of way	80
Driving too fast for conditions or exceeding speed limit	46
Visibility obstructed	41
Failure to keep in proper lane or running off road	35
Followed too closely	35
Other improper action	34
Over-correcting/over-steering	32
Made an improper turn	28
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	23
Emotional, illness, or physical impairment	21
Glare	20
Disregarded traffic signs, signals, road markings	19
Fatigued/asleep	14
Operating defective equipment	12
Wrong side or wrong way	3

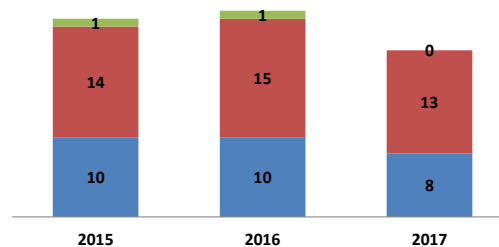
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Rural or urban principal arterial
- Local
- Urban collector or rural minor collector
- Not Reported



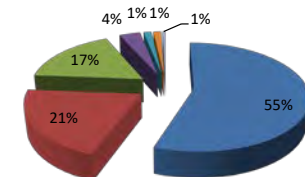
Non-motorist Crashes by Type and Year

- Cyclist
- Pedestrian
- Other



Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Driveway
- Traffic circle
- Y-intersection
- Not Reported





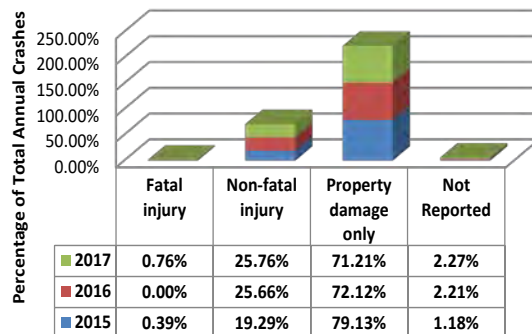
Legend

- Top Crash Intersections
- Fatal Crashes
- ◐ Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

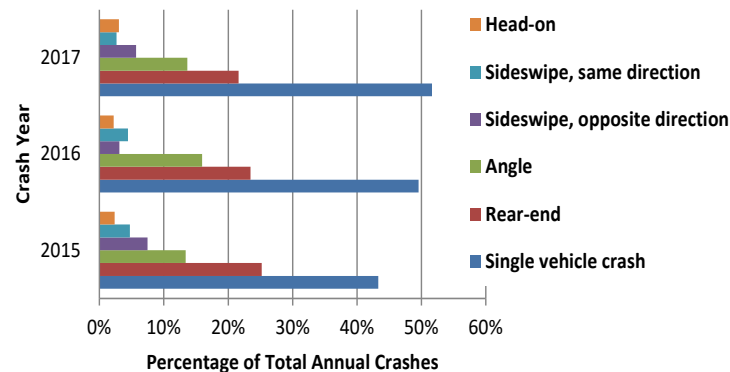
Zoom-in for best crash data point clarity

Map Not to Scale

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 254

2016 – 226

2017 – 264

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 24.63

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 6

TOP CRASH INTERSECTIONS

1. Federal Street (Route 9), George Hannum Street, and Pelham Road (Crashes 8, EPDO* 68)
2. Main Street (Route 202), Maple Street (Route 202), Jabish Street (Route 21), and South Main Street (Route 181) (Crashes 16, EPDO* 56)
3. Federal Street (Route 9) and Bay Road (Crashes 11, EPDO* 51)
4. Federal Street (Route 9) and Allen Road (Crashes 8, EPDO* 48)
5. Mill Valley Road (Route 181), South Main Street (Route 181), and North Washington Street (Crashes 6, EPDO* 46)
6. North Liberty Street, South Liberty Street, and West Street (Crashes 6, EPDO* 46)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 6 non-motorist crashes were recorded in Belchertown between 2015 and 2017, two of those resulted in fatalities of pedestrians.
- The third fatal crash during this period was a head-on collision between two motor vehicles during daylight hours in the month of February under clear weather and dry road conditions.
- A majority of collisions were single vehicle crashes along roadways which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

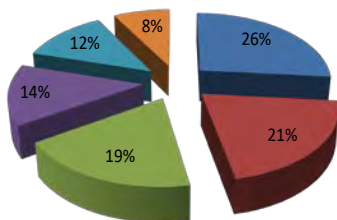
Collision with motor vehicle in traffic	364
Collision with other light pole, utility pole or other	87
Collision with tree	71
Collision with animal	49
Collision with unknown fixed object	32
Collision with guardrail or median barrier	30
Collision with embankment	25
Collision with ditch	18
Collision with bridge	13
Collision with other movable object	13
Collision with parked motor vehicle	12
Overturn/rollover	12
Collision with curb	6
Collision with non-motorist	6
Other non-collision	5
Jackknife	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

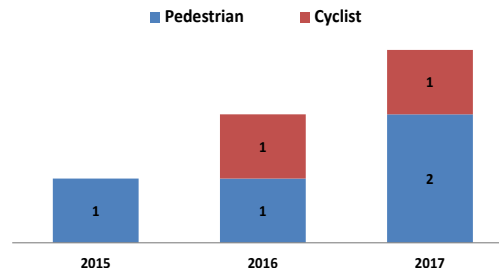
No improper driving	708
Distracted or inattention	104
Not Reported	89
Driving too fast for conditions or exceeded authorized speed limit	81
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	41
Fatigued/asleep	33
Failed to yield right of way	31
Failure to keep in proper lane or running off road	22
Operating vehicle in erratic, reckless, negligent or aggressive manner	22
Followed too closely	21
Other improper action	15
Illness or Emotional	13
Over-correcting/over-steering	12
Disregarded traffic signs, signals, road markings	9
Physical impairment	8
Glare	6
Operating defective equipment	6
Visibility obstructed	6
Made an improper turn	1

Roadway Classification

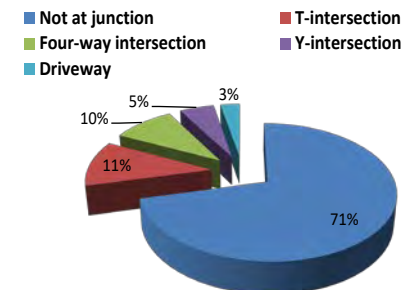
- Rural minor arterial or urban principal arterial
- Local
- Rural or urban principal arterial
- Not Reported
- Urban minor arterial or rural major collector
- Urban collector or rural minor collector

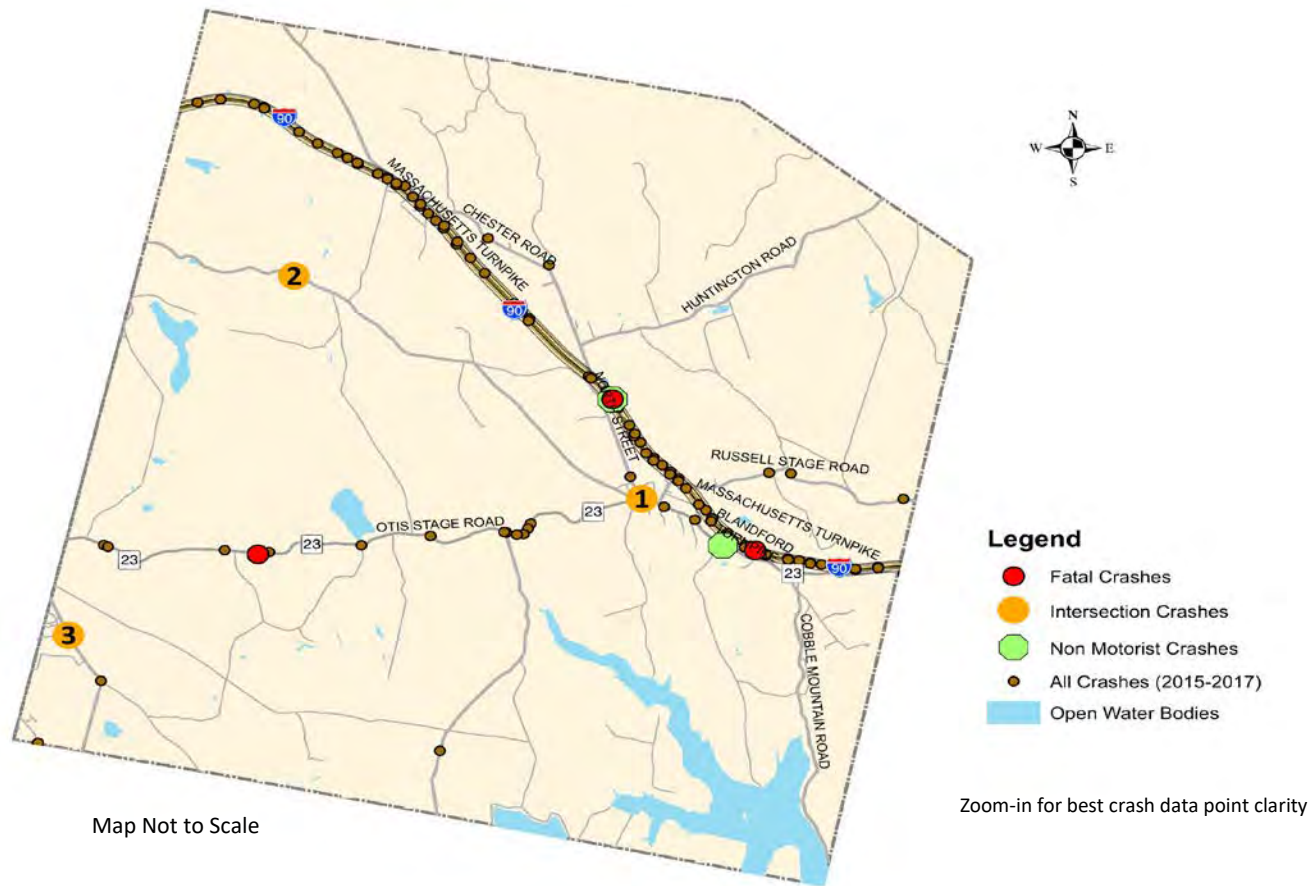


Non-motorist Crashes by Type and Year



Location of Crashes

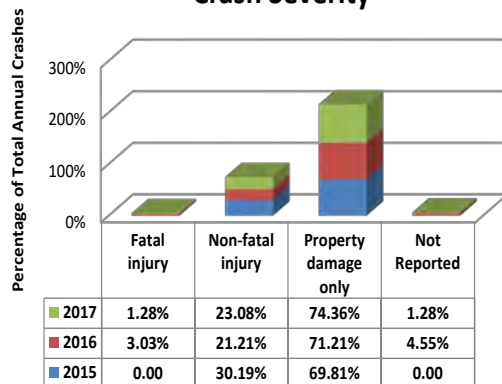




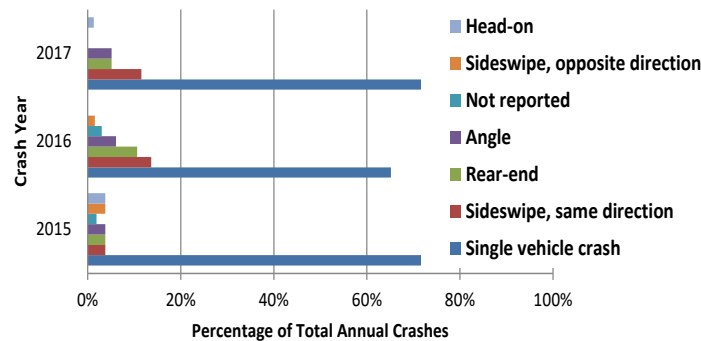
Legend

- Fatal Crashes
- Intersection Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 53

2016 – 66

2017 – 78

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 52.44

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 2

INTERSECTION CRASHES

Four intersection crashes were reported in Blandford (all property damage only) within the analysis period. Three of those crashes were geocoded. The locations of those crashes are depicted in the map and listed below:

1. Otis Stage Road (Route 23) and North Street
2. North Blandford Road and a Private Driveway
3. Otis Tolland Road and Westerly Road
4. (Not Geocoded Location)
At an unknown Y-intersection along Otis Tolland Road

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- The total number of reported crashes in Blandford has increased each year within the three year analysis period.
- A total of 2 non-motorist crashes were recorded in Blandford between 2015 and 2017, one of which resulted in the fatality of a pedestrian.
- The other two fatal crashes occurred when drivers exceeded the authorized speed limit along Interstate I-90.
- Almost 80% of all collisions were single vehicle crashes.
- Almost all the reported crashes (190) were non intersection crashes, the majority of which (144) occurred along Interstate I-90.

FIRST HARMFUL EVENT SUMMARY

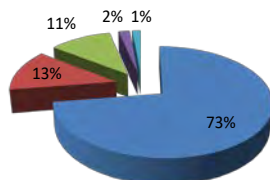
Collision with guardrail or median barrier	65
Collision with motor vehicle in traffic	51
Collision with animal	23
Collision with tree	14
Collision with ditch	8
Collision with other	8
Overturn/rollover	8
Collision with embankment	4
Collision with other light pole or other post/support	4
Collision with parked motor vehicle	4
Collision with other movable object	2
Jackknife	2
Collision with bridge overhead structure	1
Collision with curb	1
Collision with pedestrian	1
Other non-collision	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

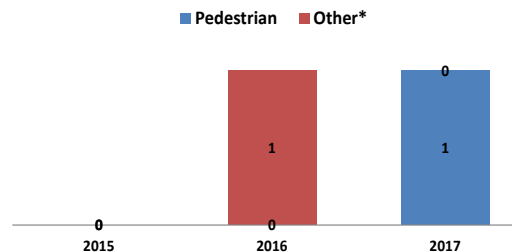
No improper driving	121
Driving too fast for conditions	33
Unknown	16
Other improper action	15
Failure to keep in proper lane or running off road	14
Inattention	10
Over-correcting/over-steering	10
Exceeded authorized speed limit	6
Fatigued/asleep	6
Operating vehicle in erratic, careless, negligent or aggressive manner	5
Operating defective equipment	3
Visibility obstructed	3
Distracted	2
Followed too closely	2

Roadway Classification

- Interstate
- Not Reported
- Urban minor arterial or rural major collector
- Local
- Urban collector or rural minor collector



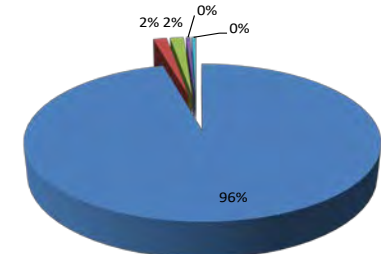
Non-motorist Crashes by Type and Year



* Skater, wheelchair, unicycle, tricycle, etc.

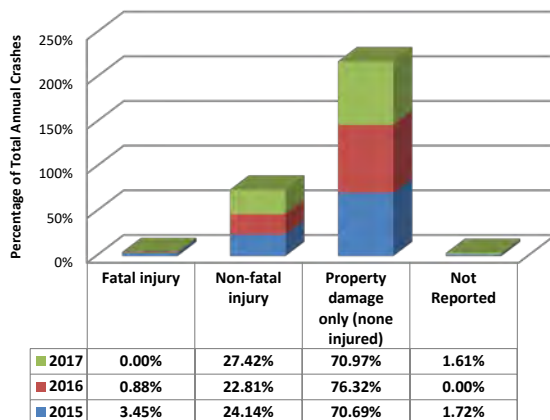
Location of Crashes

- Not at junction
- Not reported
- Y-intersection
- Driveway
- T-intersection

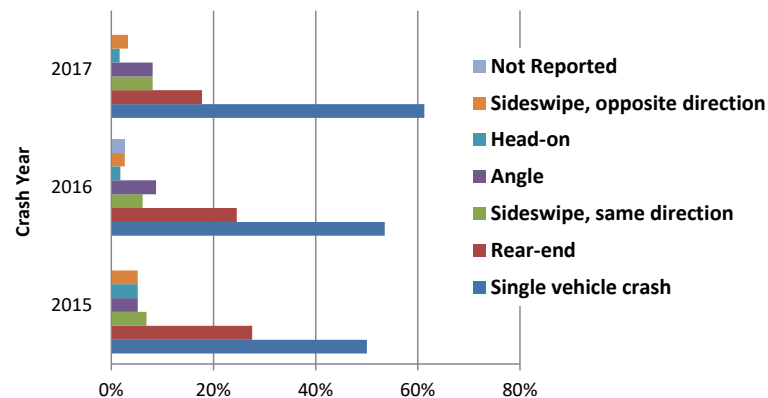




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 58

2016 – 114

2017 – 62

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 21.19

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 3

TOP CRASH INTERSECTIONS

1. Sturbridge Road (Route 20) and Holland Road
(Crashes 4, EPDO* 64)
2. Monson Road and Old Palmer Road
(Crashes 6, EPDO* 46)
3. Sturbridge Road (Route 20), Five Bridge Road, and Little Alum Road
(Crashes 2, EPDO* 22)
4. Main Street (Route 20) and Warren Road
(Crashes 1, EPDO* 21)
5. Sturbridge Road (Route 20) and Webber Road (East)
(Crashes 1, EPDO* 21)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 3 non-motorist crashes were recorded in Brimfield between 2015 and 2017, one of those resulted in a fatality.
- One of the other two fatal crashes occurred along Interstate I-90 westbound at the border of the Town and the other one occurred along Warren Road when a motor vehicle collided with a tree.
- The number of crashes more than doubles from 2015 to 2016.

FIRST HARMFUL EVENT SUMMARY

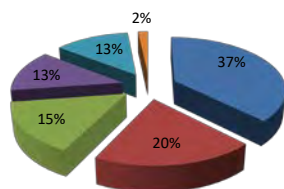
Collision with motor vehicle in traffic	111
Collision with guardrail or median barrier	35
Collision with animal	31
Collision with other light pole or utility pole	15
Collision with tree	13
Collision with embankment	7
Overturn/rollover	5
Collision with curb	4
Collision with bridge overhead structure	2
Collision with ditch	2
Collision with other movable object	2
Collision with unknown fixed object	2
Collision with bridge	1
Collision with other	1
Collision with parked motor vehicle	1
Collision with pedestrian	1
Not reported	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	172
Driving too fast for conditions or exceeding speed limit	43
Followed too closely	31
Failure to keep in proper lane or running off road	23
Distracted or inattention	16
Failed to yield right of way	12
Operating vehicle in erratic, reckless, negligent or aggressive manner	12
Fatigued/asleep	11
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	11
Made an improper turn	9
Other improper action	7
Unknown	7
Over-correcting/over-steering	4
Wrong side or wrong way	3
Disregarded traffic signs, signals, road markings	2
Illness	2
Operating defective equipment	1
Physical impairment	1
Visibility obstructed	1

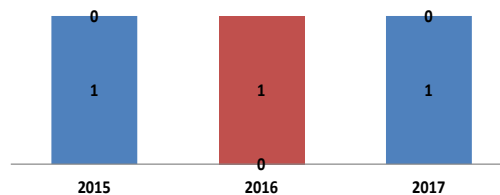
Roadway Classification

- Interstate
- Rural minor arterial or urban principal arterial
- Not Reported
- Local
- Urban minor arterial or rural major collector
- Urban collector or rural minor collector



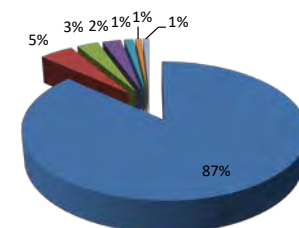
Non-motorist Crashes by Type and Year

- Pedestrian
- Other (wheelchair, skateboard, unicycle, tricycle, pedalcar, etc.)



Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Y-intersection
- Unknown
- Driveway
- Not reported





Map Not to Scale

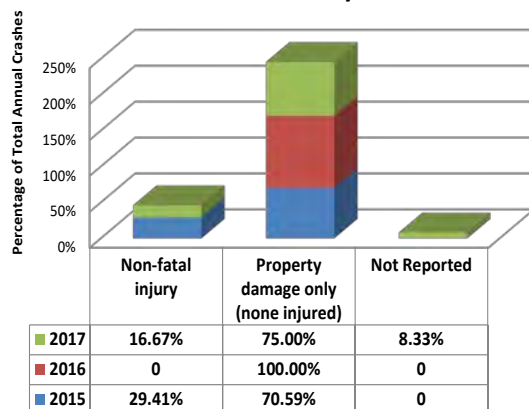
Legend

- Intersection Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

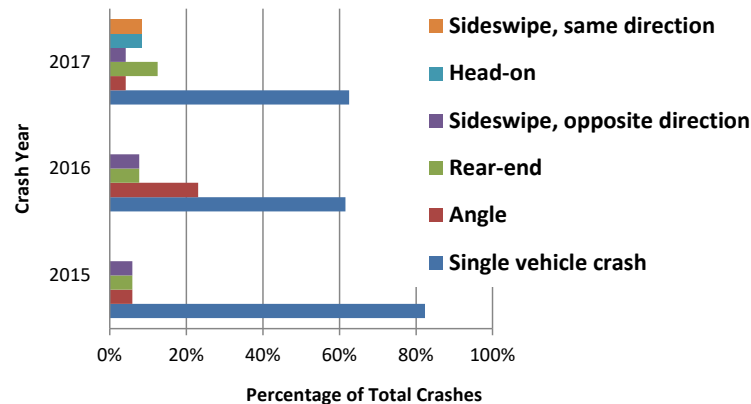


Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 17

2016 – 13

2017 – 24

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 30.03

TOTAL FATAL CRASHES - 13

TOTAL NON- MOTORIST CRASHES - 3

INTERSECTION CRASHES

Four crashes were reported at intersections in Chester during the analysis period. One of those crashes was reported at an intersection of a private driveway with West Main Street however it did not have coordinate information and therefore could not be located on the map. The other three crashes occurred at the following locations:

1. Bromley Road and East River Road
(Crashes 1, EPDO* 21)

2. Huntington Road (Route 20), Baystate Road, and Round Hill Road
(Crashes 1, EPDO* 1)

3. Middlefield Road and Private Driveway
(Crashes 1, EPDO* 1)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 3 non-motorist crashes were recorded in Chester between 2015 and 2017.
- The Town did not experience any fatal crashes during this time period.
- More than 70% of reported collisions were single vehicle crashes which occurred along roadway segments.
- Most of single vehicles crashes occurred when motor vehicles collided with guardrails.

FIRST HARMFUL EVENT SUMMARY

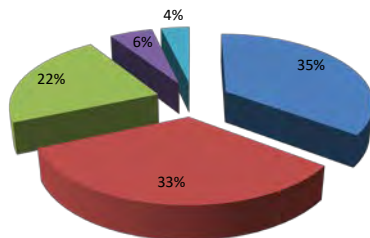
Collision with motor vehicle in traffic	15
Collision with guardrail	10
Collision with animal - deer	7
Collision with tree	5
Collision with curb	3
Collision with animal - other	2
Collision with ditch	2
Collision with embankment	2
Collision with utility pole	2
Overturn/rollover	2
Collision with other light pole or other post/support	1
Collision with parked motor vehicle	1
Not reported	1
Unknown non collision	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

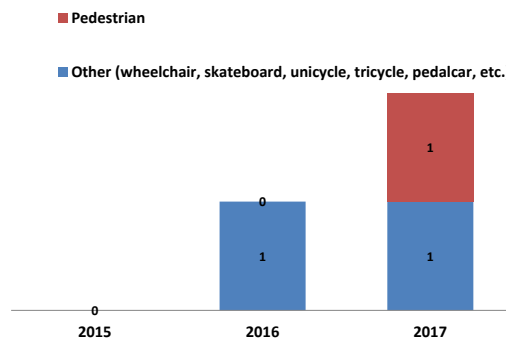
No improper driving	35
Fatigued/asleep	7
Driving too fast for conditions	5
Inattention	5
Failure to keep in proper lane or running off road	3
Operating vehicle in erratic, reckless, careless, negligent or aggressive	3
Exceeded authorized speed limit	2
Other improper action	2
Wrong side or wrong way	2
Distracted	1
Made an improper turn	1
Over-correcting/over-steering	1
Physical impairment	1
Unknown	1

Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban collector or rural minor collector
- Not Reported
- Local
- Urban minor arterial or rural major collector

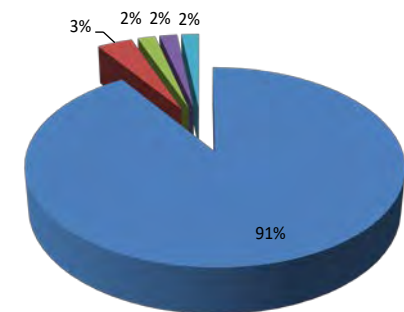


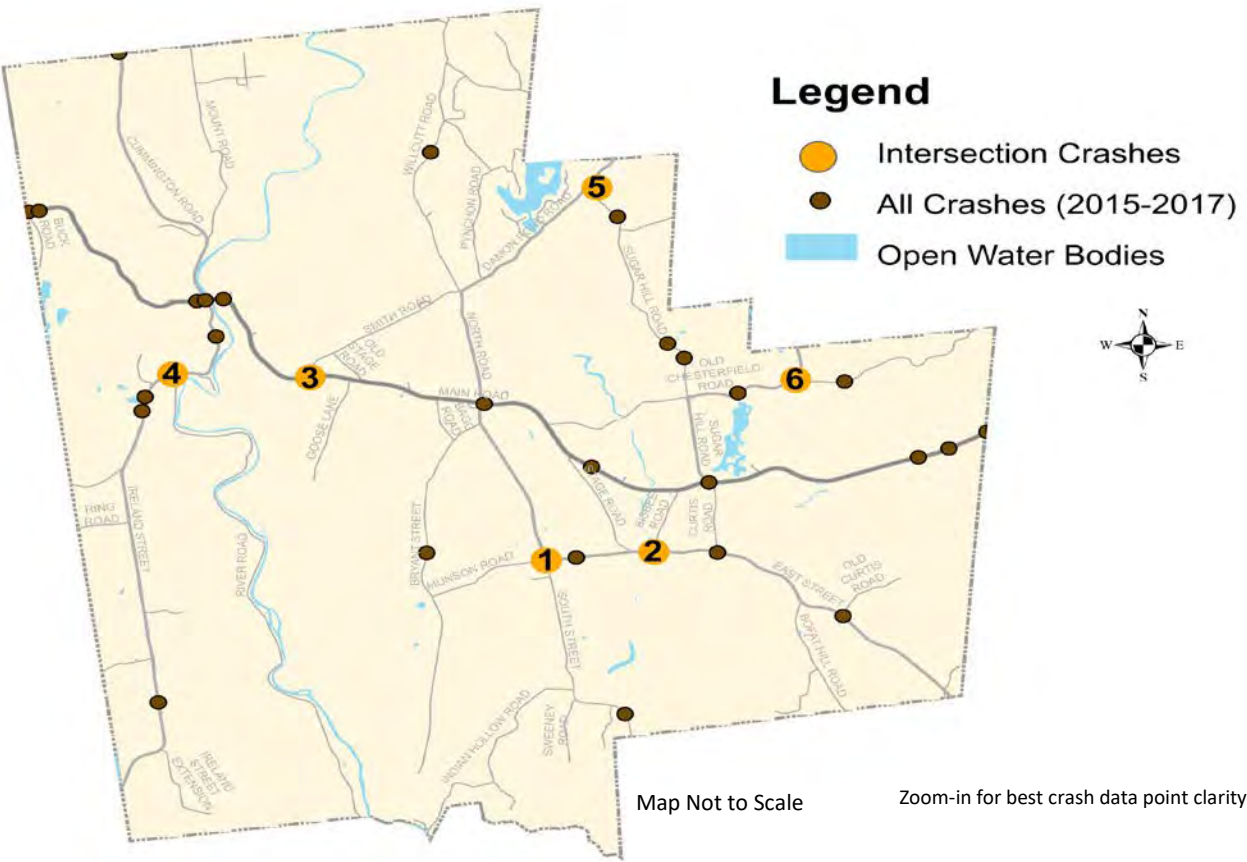
Non-motorist Crashes by Year and Type



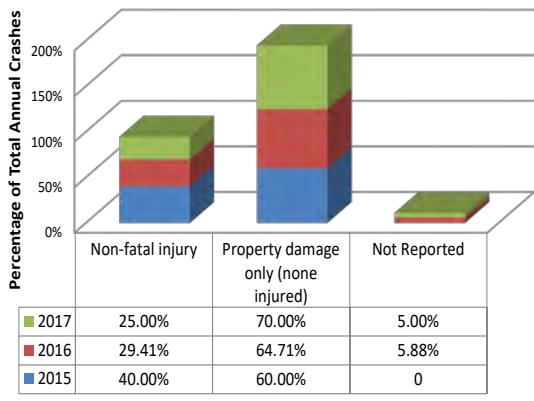
Location of Crashes

- Not at junction
- Driveway
- Four-way intersection
- Not reported
- T-intersection

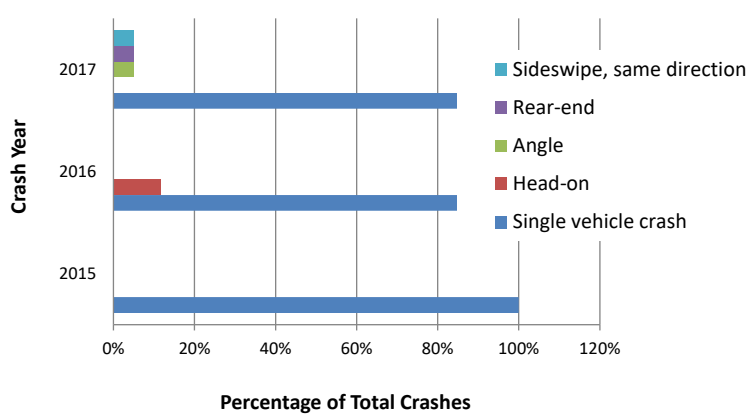




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 5

2016 – 17

2017 – 20

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 11.21

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

INTERSECTION CRASHES

1. East Street and South Street
(Crashes 1, EPDO* 21)
2. East Street and Bisbee Road
(Crashes 1, EPDO* 21)
3. Main Road (Route 143) and Smith Road
(Crashes 3, EPDO* 3)
4. Ireland Street and River Road
(Crashes 1, EPDO* 1)
5. Sugar Hill Road and Damon Pond Road Connector
(Crashes 1, EPDO* 1)
6. Old Chesterfield Road and Soaker Road
(Crashes 1, EPDO* 1)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- The number of reported crashes in the Town of Chesterfield increased every year during the analysis period.
- A majority of the crashes occurred at non-junction locations along rural minor arterials in Town.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Collisions with trees, utility poles, and animals were the leading causes for single vehicle crashes in the Town.

FIRST HARMFUL EVENT SUMMARY

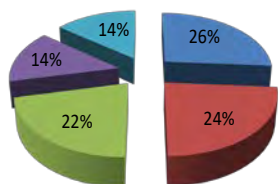
Collision with tree	8
Collision with animal	6
Collision with utility pole	6
Collision with other movable object	5
Collision with embankment	4
Collision with guardrail	4
Collision with motor vehicle in traffic	3
Collision with ditch	2
Collision with curb	1
Collision with unknown fixed object	1
Other non-collision	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

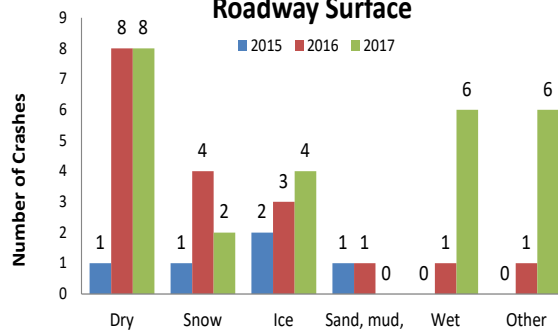
No improper driving	22
Exceeded authorized speed limit	6
Driving too fast for conditions	4
Inattention	4
Physical impairment	2
Distracted	1
Failure to keep in proper lane or running off road	1
Fatigued/asleep	1
Glare	1
Operating vehicle in erratic, reckless, negligent or aggressive manner	1
Swerving or avoiding due to wind, slippery surface, non-motorist, etc.	1
Not Reported	2

Roadway Classification

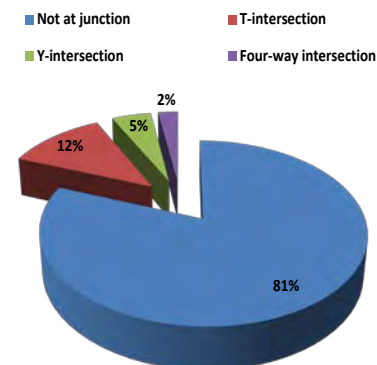
- Rural minor arterial or urban principal arterial
- Local
- Not Reported
- Urban collector or rural minor collector
- Urban minor arterial or rural major collector



Roadway Surface



Location of Crashes



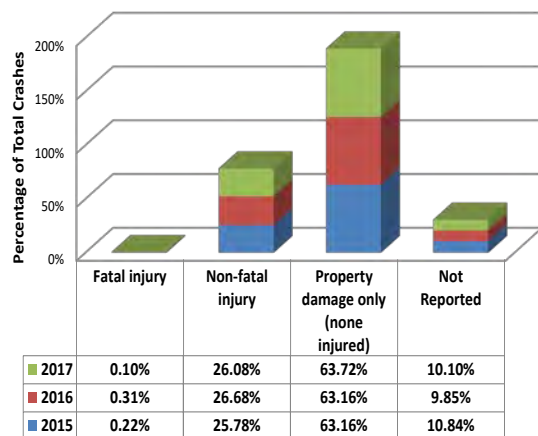


Legend

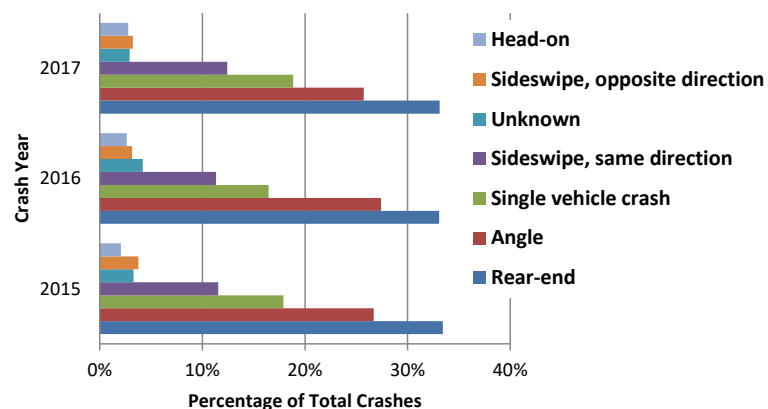
- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

Map Not to Scale

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 1854 2016 – 1908 2017 – 1990

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 34.78

TOTAL FATAL CRASHES - 12

TOTAL NON- MOTORIST CRASHES - 149

TOP CRASH INTERSECTIONS

1. Granby Road, McKinstry Avenue and Montgomery Street
(Crashes 96, EPDO* 496)
Location Ranked 4th the in Regional Top 100
2. Bridge Street, Grattan Street (Route 141), Memorial Drive (Route 33), Montgomery Street, Sheridan Avenue and Wells Avenue
(Crashes 75, EPDO* 475)
Location Ranked 7th the in Regional Top 100
3. Buckley Boulevard, Chicopee Street (Route 116), Prospect Street, Yelle Street, Montgomery Street and North Chicopee Street
(Crashes 64, EPDO* 424)
Location Ranked 10th the in Regional Top 100
4. Memorial Drive (Route 33), BJ's Shopping Plaza and Stop and Shop Driveway, and Home Depot Driveway
(Crashes 52, EPDO* 372)
Location Ranked 14th the in Regional Top 100
5. Memorial Drive (Route 33), Pendleton Avenue and Falmouth Road
(Crashes 48, EPDO* 368)
Location Ranked 15th the in Regional Top 100

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 149 non-motorist crashes were recorded in Chicopee between 2015 and 2017, three of those resulted in fatalities.
- The number of non-motorist crashes more than doubled from 2015 to 2016.
- Almost 10% of all the reported crashes do not have adequate information about crash severity or driver contribution codes.

FIRST HARMFUL EVENT SUMMARY

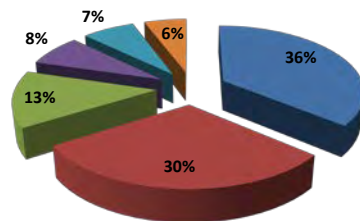
Collision with motor vehicle in traffic	3821
Collision with parked motor vehicle	846
Collision with other	215
Collision with other light pole or other utility pole	200
Collision with guardrail or median barrier	183
Collision with curb	119
Collision with pedestrian	97
Collision with other movable object	35
Collision with ditch or embankment	34
Collision with tree	31
Other non-collision	24
Not reported	23
Collision with bridge overhead structure	13
Collision with animal	12
Overturn/rollover	12
Collision with moped	4
Jackknife	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	5031
Not Reported	1730
Distracted or inattention	936
Failed to yield right of way	356
Followed too closely	328
Other improper action	282
Failure to keep in proper lane or running off road	239
Driving too fast for conditions or exceeded speed limit	215
Operating vehicle in erratic, reckless, negligent or aggressive manner	150
Disregarded traffic signs, signals, road markings	133
Visibility obstructed	102
Made an improper turn	86
Swerving or avoiding due to wind, object, non-motorist, etc.	86
Emotional or illness	76
Over-correcting/over-steering	74
Glare	57
Fatigued/asleep	49
Wrong side or wrong way	26
Operating defective equipment	16

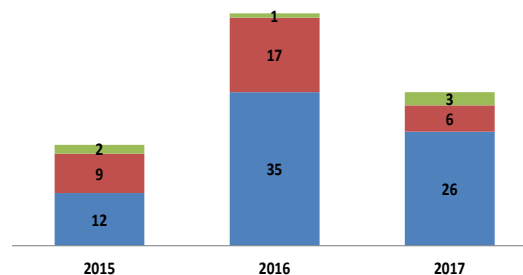
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Local
- Interstate
- Urban collector or rural minor collector
- Not Reported



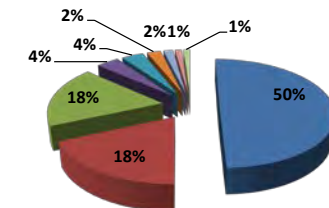
Non-motorist Crashes by Type and Year

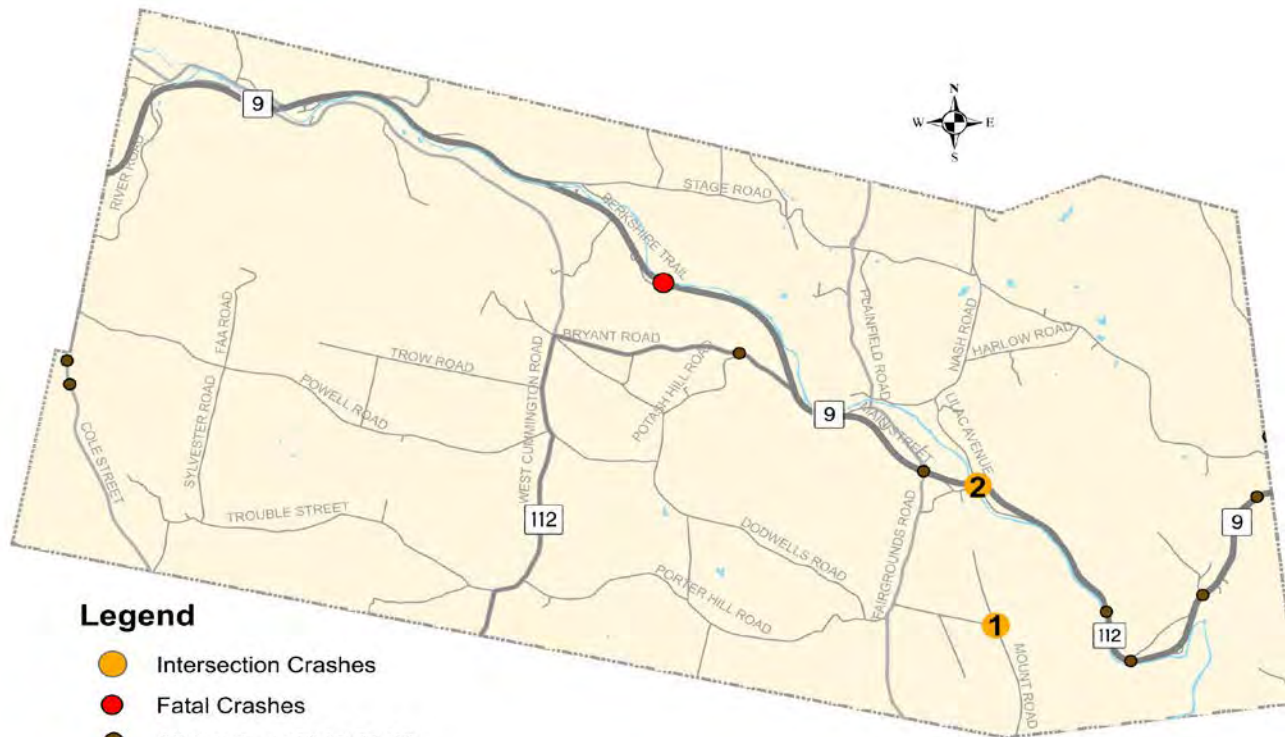
- Pedestrian
- Cyclist
- Other (wheelchair, skateboard, etc.)



Location of Crashes

- Not at junction
- T-intersection
- Off-ramp
- On-ramp
- Traffic circle
- Four-way intersection
- Driveway
- Y-intersection
- Not reported





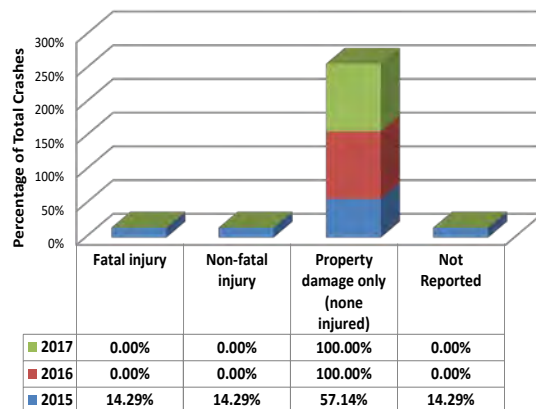
Legend

- Intersection Crashes
- Fatal Crashes
- All Crashes (2015-2017)
- Open Water Bodies

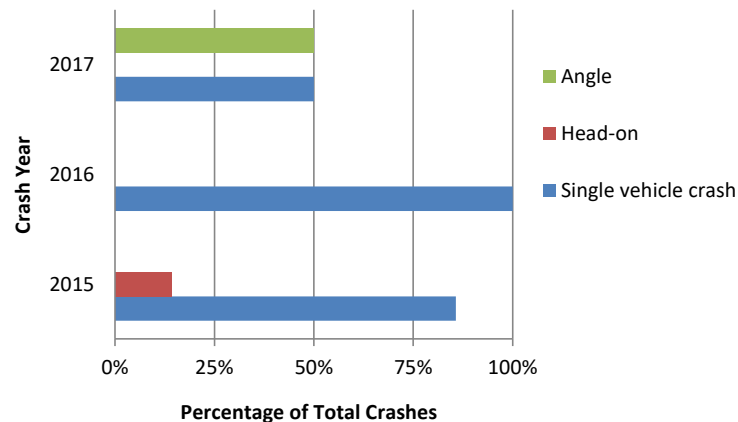
Map Not to Scale

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 7

2016 – 3

2017 – 2

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 4.6

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 0

INTERSECTION CRASHES

Two intersection crashes were reported in Cummington (both property damage only) within the analysis period. The locations of those crashes are depicted in the map and listed below:

1. Mount Road and Stevens Road
2. Berkshire Trail (Route 9) and Lilac Avenue

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 12 crashes were recorded in Cummington between 2015 and 2017, one of those resulted in a fatality.
- The only fatal crash reported in the Town during the analysis period was a single vehicle collision with a guardrail during daylight hours in 2015 when a driver was recorded operating their vehicle in an erratic, careless, reckless or negligent manner.
- A total of 10 collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

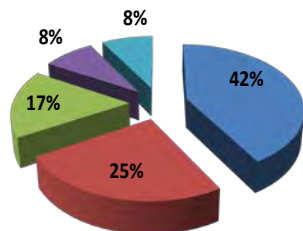
Collision with guardrail	3
Collision with motor vehicle in traffic	2
Collision with other	2
Collision with tree	2
Collision with animal - deer	1
Collision with embankment	1
Not reported	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

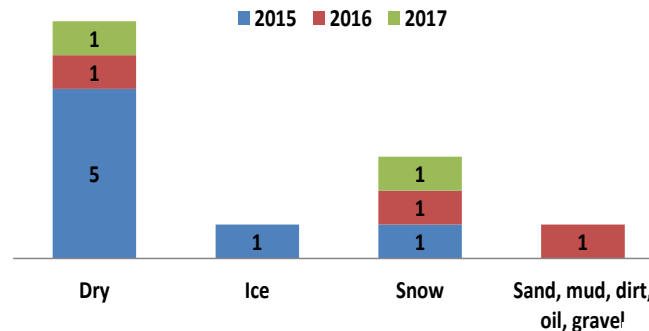
No improper driving	4
Not Reported	4
Driving too fast for conditions	2
Failed to yield right of way	2
Exceeded authorized speed limit	1
Operating vehicle in erratic, careless, negligent or aggressive manner	1

Roadway Classification

- Rural or urban principal arterial
- Not Reported
- Urban minor arterial or rural major collector
- Local
- Rural minor arterial or urban principal arterial

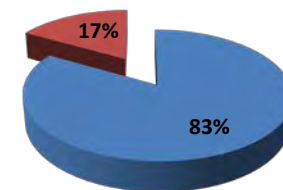


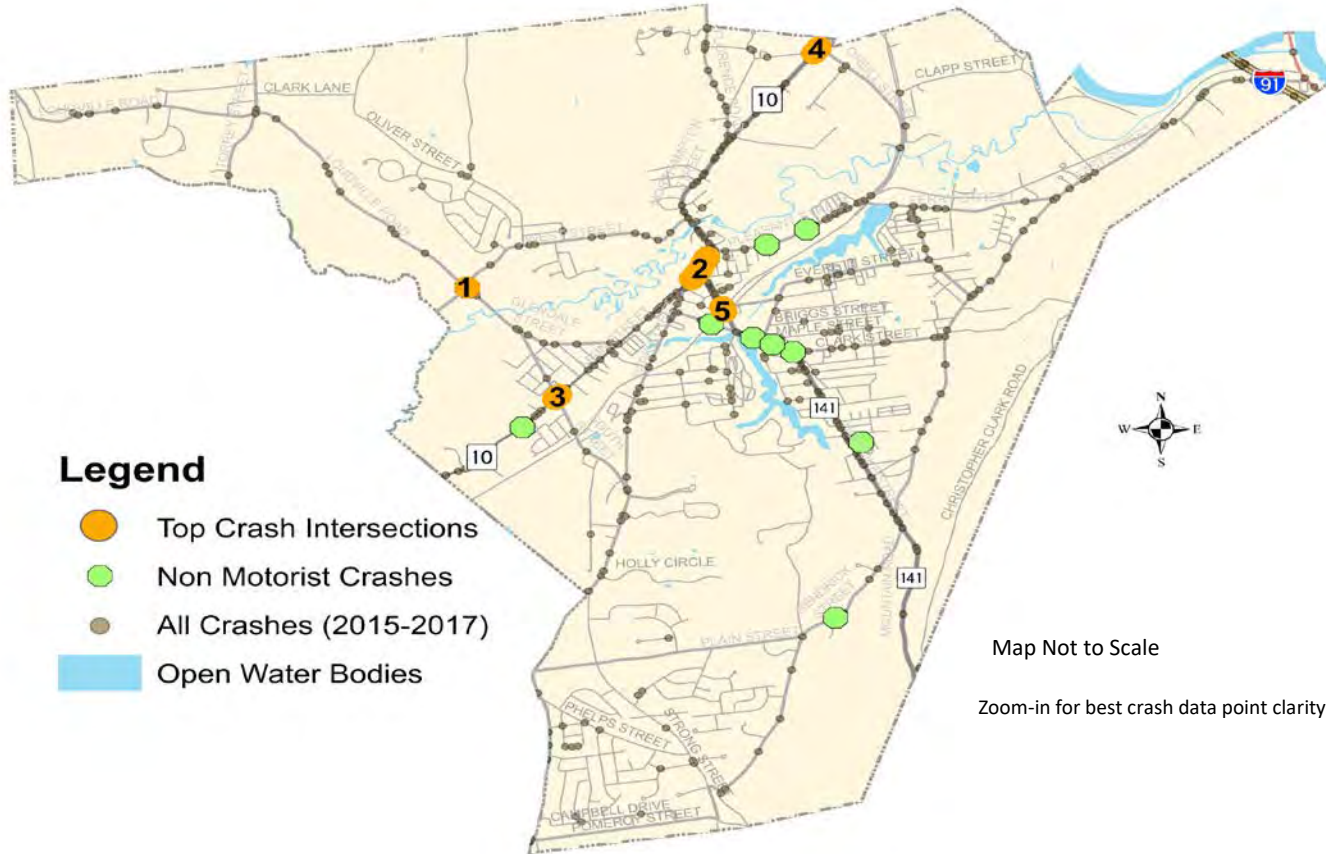
Roadway Surface



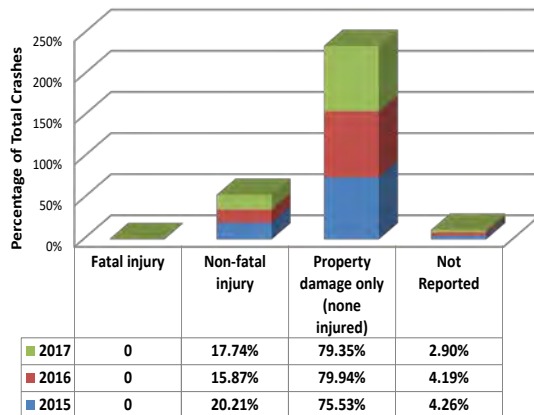
Location of Crashes

- Not at junction
- T-intersection

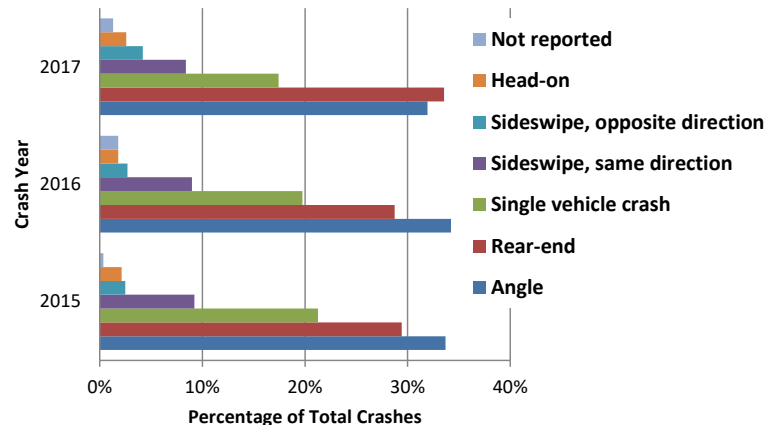




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 282

2016 – 334

2017 – 310

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 19.50

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 11

TOP CRASH INTERSECTIONS

1. Glendale Street, Loudville Street, West Street, and Pomeroy Meadow Road (Crashes 11, EPDO* 151)
2. Main Street (Route 10), Union Street (Route 141), and Campus Lane (Crashes 24, EPDO* 124)
3. Main Street (Route 10) and South Street (Crashes 16, EPDO* 96)
4. Northampton Street (Route 10) and Oneil Street (Crashes 12, EPDO* 72)
5. Union Street (Route 141), Liberty Street, and Railroad Street (Crashes 12, EPDO* 52)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 11 non-motorist crashes were recorded in Easthampton between 2015 and 2017.
- The total number of reported non-motorist crashes declined each year within the analysis period.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost half of all the crashes occurred along arterials in the City.

FIRST HARMFUL EVENT SUMMARY

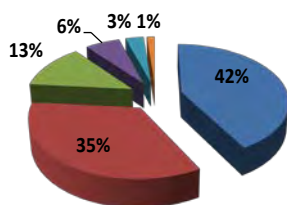
Collision with motor vehicle in traffic	569
Collision with parked motor vehicle	151
Collision with other light pole or utility pole	55
Collision with guardrail or a median barrier	23
Collision with unknown fixed object	23
Collision with animal	22
Collision with other	22
Collision with tree	17
Collision with other movable object	11
Collision with curb	9
Other non-collision	7
Collision with pedal cycle (bicycle, tricycle, unicycle)	6
Collision with pedestrian	5
Collision with ditch	2
Collision with embankment	2
Overturn/rollover	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	1047
Distracted or inattention	183
Unknown	108
Failed to yield right of way	41
Operating vehicle in erratic, reckless, negligent or aggressive manner	38
Visibility obstructed	37
Failure to keep in proper lane or running off road	34
Emotional or illness	30
Other improper action	27
Driving too fast for conditions or exceeded speed limit	25
Followed too closely	13
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	11
Fatigued/asleep	10
Disregarded traffic signs, signals, road markings	9
Glare	9
Made an improper turn	9
Over-correcting/over-steering	7
History heart/epilepsy/fainting	4
Operating defective equipment	1

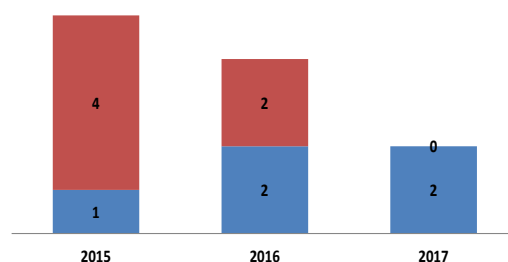
Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Local
- Not Reported
- Urban collector or rural minor collector
- Interstate



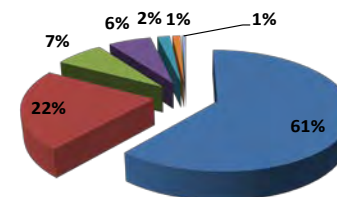
Non-motorist Crashes by Type and Year

- Pedestrian
- Cyclist



Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- Not Reported
- T-intersection
- Driveway
- Traffic circle



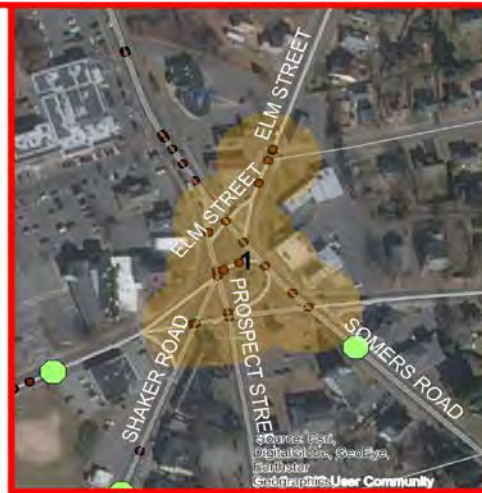


Zoom-in for best crash data point clarity

Map Not to Scale

Legend

- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies



ANNUAL CRASHES

2015 – 391

2016 – 375

2017 – 384

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 23.67

TOTAL FATAL CRASHES - 2

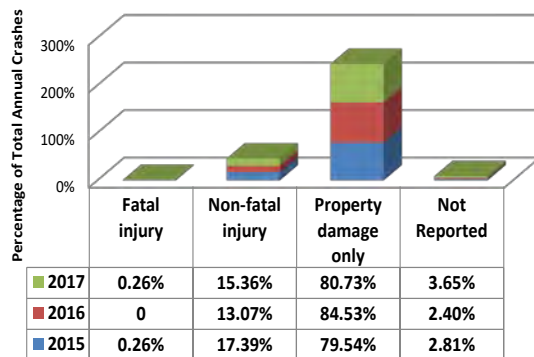
TOTAL NON- MOTORIST CRASHES - 15

TOP CRASH INTERSECTIONS

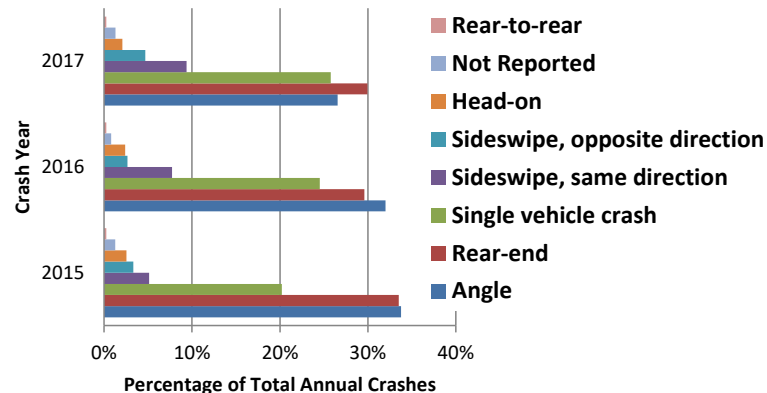
1. East Longmeadow Rotary: North Main Street(Route 83), Somers Road (Route 83), Shaker Road (Route 220), Prospect Street (Route 183), Elm Street, Maple Street, and Pleasant Street (Crashes 180, EPDO* 580)
2. Allen Street and Porter Road (Crashes 21, EPDO* 141)
3. Shaker Road (Route 220) and Chestnut Street (Crashes 20, EPDO* 140)
4. Shaker Road (Route 220) and Pease Road (Crashes 8, EPDO* 108)
5. North Main Street (Route 83), Mapleshade Avenue, and Westwood Avenue (Crashes 29, EPDO* 89)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 15 non-motorist crashes were recorded in East Longmeadow between 2015 and 2017, one resulted in the fatality of a pedestrian.
- The other fatal crash involved a speeding motor vehicle which collided with a tree.
- About one fourth of the total crashes occurred at three-way intersections in the Town.
- Almost seven percent of the total crashes involved collisions with parked motor vehicles.

FIRST HARMFUL EVENT SUMMARY

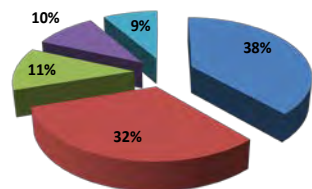
Collision with motor vehicle in traffic	801
Collision with parked motor vehicle	70
Collision with animal	66
Collision with other utility pole or other support	59
Collision with utility pole	41
Collision with curb	34
Collision with tree	30
Collision with unknown fixed object	26
Collision with other	17
Collision with non-motorist	15
Collision with embankment	7
Collision with other movable object	7
Not Reported	6
Collision with guardrail	5
Overturn/rollover	3
Collision with ditch	2
Other non-collision	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	1303
Inattention or distracted	255
Failed to yield right of way	229
Not Reported	89
Followed too closely	83
Driving too fast for conditions or exceeded speed limit	81
Operating vehicle in erratic, careless, negligent or aggressive manner	49
Failure to keep in proper lane or running off road	41
Disregarded traffic signs, signals, road markings	25
Physical impairment, illness, emotional	24
Other improper action	23
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	23
Fatigued/asleep	17
Visibility obstructed	13
Made an improper turn	12
Over-correcting/over-steering	8
Glare	6
Operating defective equipment	3
Wrong side or wrong way	3

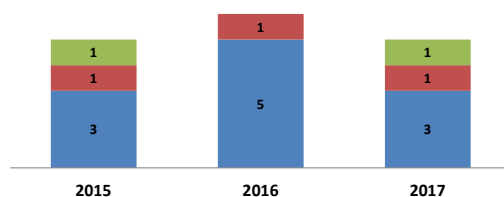
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Urban collector or rural minor collector
- Local
- Not Reported



Non-motorist Crashes by Type and Year

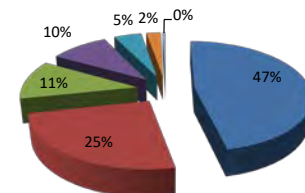
- Pedestrian
- Cyclist
- Other*

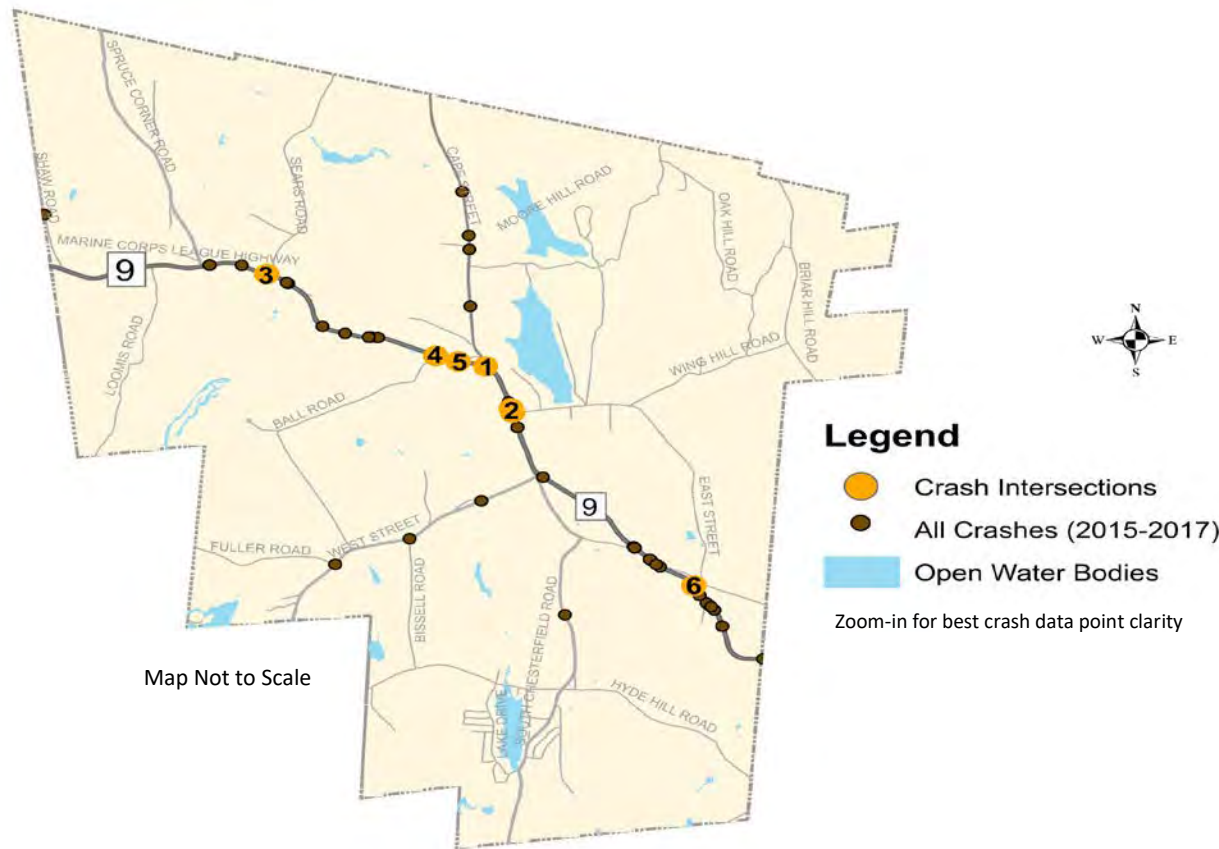


*skater, wheelchair, unicycle, tricycle, pedal cycle etc.

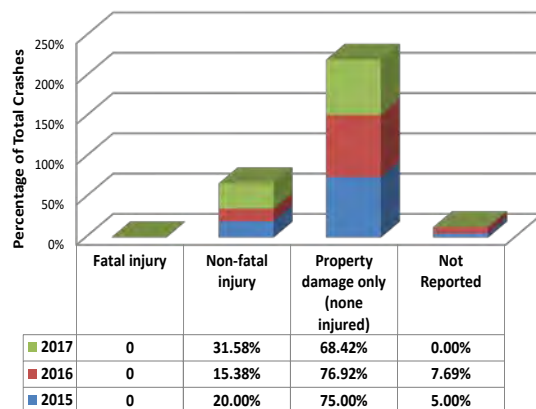
Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Traffic circle
- Driveway
- Five-point or more
- Y-intersection

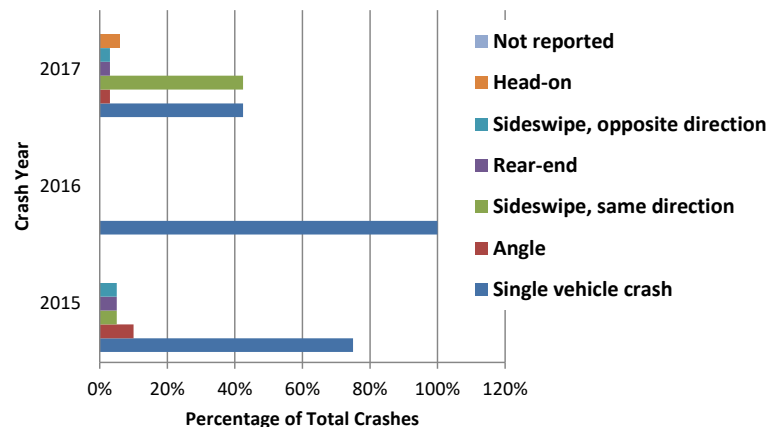




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 20

2016 – 13

2017 – 19

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 16.36

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

CRASH INTERSECTIONS

1. Main Street (Route9) and Cape Street (Route 112)
(Crashes 3, EPDO* 23)
2. Main Street (Route 9) and East Street
(Crashes 2, EPDO* 22)
3. US Marine Corps League Highway (Route 9) and Ball Road
(Crashes 1, EPDO* 1)
4. Main Road (Route 9) and Old Goshen Road (Crashes 1, EPDO* 1)
5. US Marine Corps League Highway (Route 9) and Williams Drive
(Crashes 1, EPDO* 1)
6. US Marine Corps League Highway (Route 9) and Sears Road
(Crashes 1, EPDO* 1)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

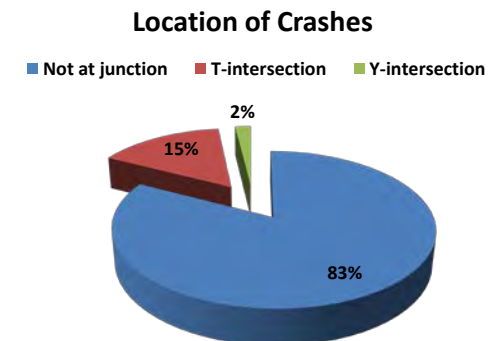
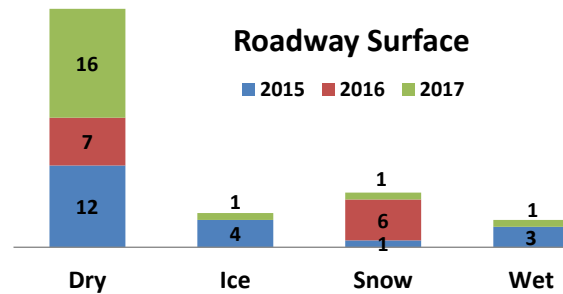
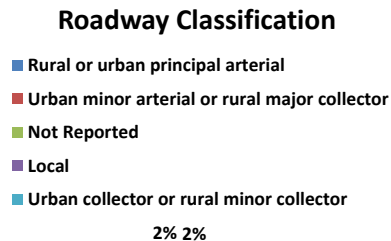
- A total of 52 crashes were recorded in Goshen between 2015 and 2017.
- All 13 collisions recorded in the year 2016 were single vehicle crashes.
- A majority of crashes occurred during dry roadway surface conditions.
- Collisions with guardrails and deer were the two leading causes for single vehicle crashes.

FIRST HARMFUL EVENT SUMMARY

Collision with animal - deer	10
Collision with guardrail	10
Collision with motor vehicle in traffic	7
Collision with tree	5
Collision with animal - other	4
Collision with other light pole or other post/support	4
Collision with utility pole	3
Collision with curb	2
Collision with embankment	2
Collision with ditch	1
Collision with other	1
Collision with other movable object	1
Collision with unknown fixed object	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	29
Failure to keep in proper lane or running off road	10
Fatigued/asleep	7
Over-correcting/over-steering	6
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	3
Exceeded authorized speed limit	2
Distracted	1
Emotional	1
Made an improper turn	1
Other improper action	1
Physical impairment	1



ANNUAL CRASHES

2015 – 173

2016 – 210

2017 – 183

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 29.99

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 5

TOP CRASH INTERSECTIONS

1. East State Street (Route 202) and School Street
(Crashes 36, EPDO* 356)

Location Ranked 17th the in Regional Top 100

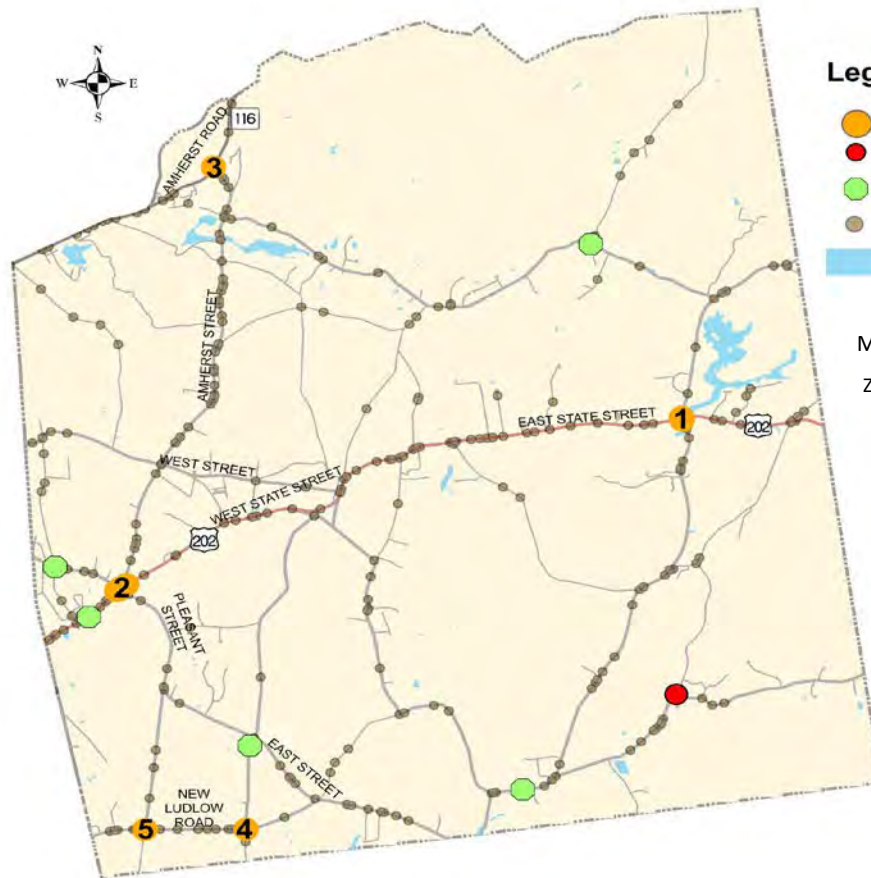
2. Five Corners: West State Street (Route 202), Pleasant Street, and Amherst Street
(Crashes 41, EPDO* 181)

3. Amherst Road (Route 116) and Amherst Street
(Crashes 13, EPDO* 93)

4. New Ludlow Road and South Street
(Crashes 8, EPDO* 88)

5. New Ludlow Road and Morgan Street
(Crashes 8, EPDO* 68)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*



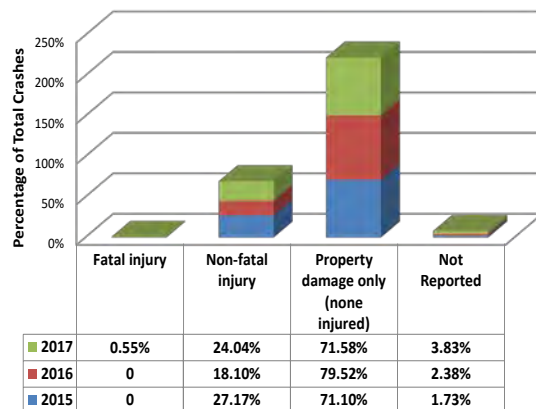
Legend

- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

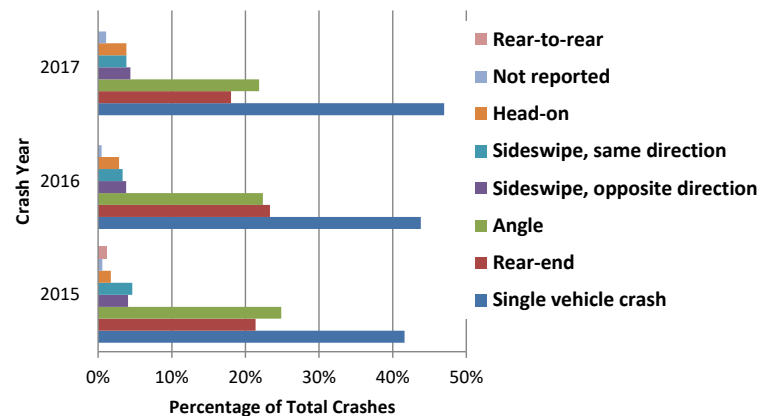
Map Not to Scale

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 5 non-motorist crashes were recorded in Granby between 2015 and 2017.
- The single fatal crash reported in the Town during the analysis period was a head-on type crash that occurred in 2017.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Collisions with utility poles, trees, and animals were the three major reasons for single vehicle crashes.

FIRST HARMFUL EVENT SUMMARY

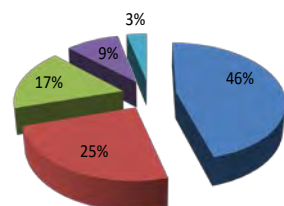
Collision with motor vehicle in traffic	279
Collision with utility pole	53
Collision with tree	47
Collision with animal	36
Collision with parked motor vehicle	31
Collision with guardrail or median barrier	25
Collision with unknown fixed object	22
Collision with other light pole or other post/support	15
Collision with other movable object	15
Collision with ditch	10
Overturn/rollover	9
Other non-collision	6
Collision with curb	5
Collision with embankment	5
Collision with non-motorist	5
Collision with other	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

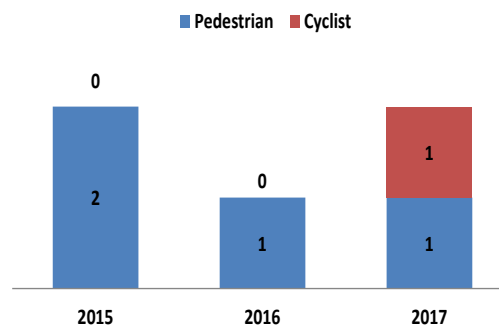
No improper driving	569
Distracted or inattention	116
Driving too fast for conditions or exceeded speed limit	48
Unknown	44
Failure to keep in proper lane or running off road	28
Failed to yield right of way	26
Fatigued/asleep	18
Over-correcting/over-steering	13
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	12
Other improper action	11
Operating vehicle in erratic, reckless, careless, negligent or aggressive	8
Disregarded traffic signs, signals, road markings	5
Emotional	4
Illness	3
Visibility obstructed	3
Wrong side or wrong way	3
Glare	2
Made an improper turn	1
Physical impairment	1

Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Urban collector or rural minor collector
- Local
- Not Reported

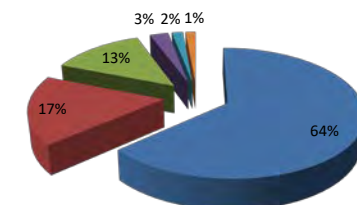


Non-Motorist Crashes by Type and Year



Location of Crashes

- Not at junction
- T-intersection
- Y-intersection
- Four-way intersection
- Driveway
- Five-point or more





ANNUAL CRASHES

2015 – 10

2016 – 6

2017 – 10

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 5.48

TOTAL FATAL CRASHES - 1

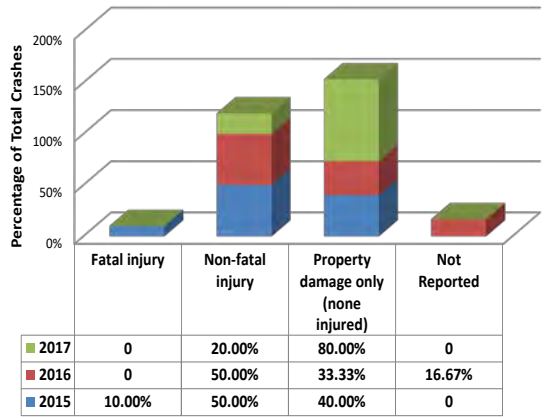
TOTAL NON- MOTORIST CRASHES - 0

INTERSECTION CRASH

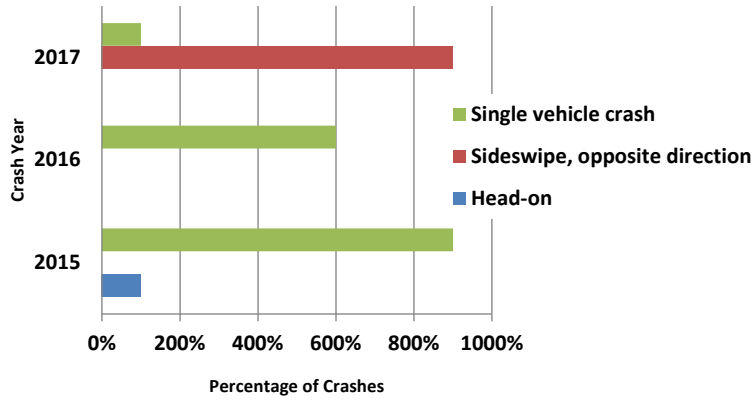
The only intersection crash reported in Granville during the analysis period occurred at the intersection of Main Road (Route 57) and Granby Road (Route 189) in the early morning hours of darkness when a motor vehicle collided with a utility pole resulting in a non-incapacitating injury on June 11, 2017.

The location of this crash is depicted in the adjacent map along with the locations of all other crashes.

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 26 crashes were recorded in Granville between 2015 and 2017.
- A fatal crash was recorded on November 3rd, 2015 in Granville along Borden Brook Road when a motorcycle and a motor vehicle collided with each other during daylight hours. The location of this crash could not be depicted on the map due to lack of geographical coordinate data.

FIRST HARMFUL EVENT SUMMARY

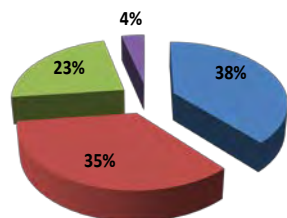
Collision with motor vehicle in traffic	5
Collision with embankment	4
Collision with tree	4
Collision with utility pole	3
Collision with curb	2
Collision with guardrail	2
Collision with animal - deer	1
Collision with animal - other	1
Collision with ditch	1
Collision with other	1
Collision with other light pole or other post/support	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	11
Exceeded authorized speed limit	6
Driving too fast for conditions	5
Failure to keep in proper lane or running off road	1
Fatigued/asleep	1
Inattention	1
Over-correcting/over-steering	1
Not Reported	1
Visibility obstructed	1

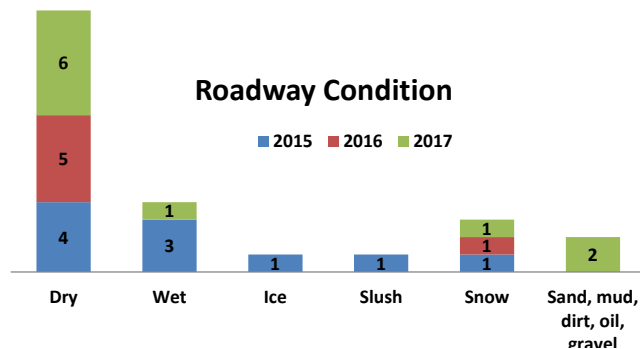
Roadway Classification

- Not Reported
- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Local



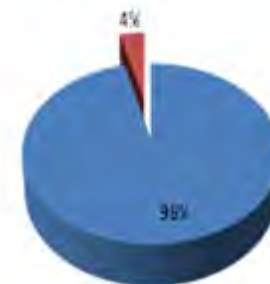
Roadway Condition

- 2015
- 2016
- 2017



Location of Crashes

- Not at junction
- T-intersection



ANNUAL CRASHES

2015 – 399

2016 – 461

2017 – 376

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 77.12

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 17

TOP CRASH INTERSECTIONS

1. Russell Street (Route 9) and West Street
(Crashes 33, EPDO* 237)
Location Ranked 39th the in Regional Top 100

2. Russell Street (Route 9), North Maple Street, and South Maple Street
(Crashes 30, EPDO* 110)

3. Russell Street (Route 9) and North Maple Street (Exclusive Right Turn Lane and Connector)
(Crashes 24, EPDO* 104)

4. Route 116, Russell Street (Route 9) and Westgate Center Drive
(Crashes 19, EPDO* 99)

5. South Maple Street and Hampshire Mall North Driveway
(Crashes 18, EPDO* 98)

6. South Maple Street and Hampshire Mall South Driveway
(Crashes 18, EPDO* 98)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

Legend

- Top Crash Intersections
- Non-motorist Crashes
- All Crashes (2015 -2017)
- Open Water Bodies

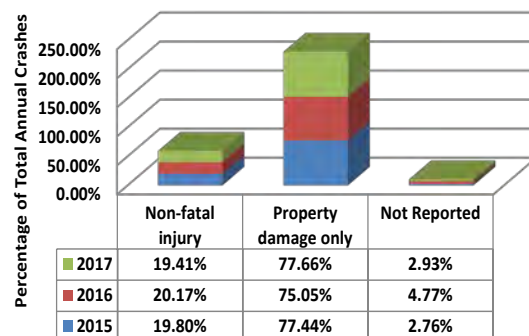


Map Not to Scale

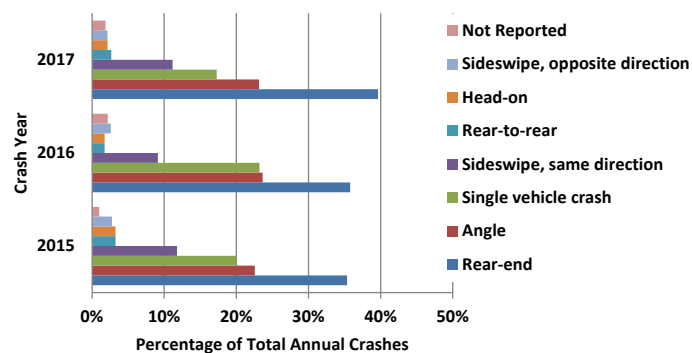


Zoom in for best crash data point clarity

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 17 non-motorist crashes were recorded in Hadley between 2015 and 2017, six of those resulted in incapacitating injuries to 4 pedestrians and 2 cyclists.
- The Town of Hadley did not report any fatal crashes during the three year analysis period.
- The majority of crashes in Hadley were rear-end collisions

FIRST HARMFUL EVENT SUMMARY

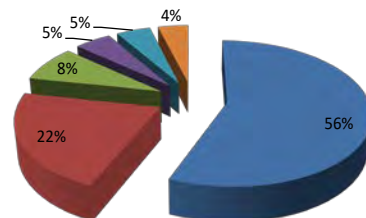
Collision with motor vehicle in traffic	877
Collision with parked motor vehicle	97
Collision with other light pole or other post/support	53
Collision with animal	38
Collision with unknown fixed object	30
Collision with tree	29
Collision with guardrail or median barrier	26
Collision with a non-motorist	17
Collision with embankment	14
Not Reported	14
Collision with ditch	10
Other non-collision	9
Collision with other movable object	8
Collision with curb	7
Overturn/rollover	5
Collision with moped	2
Collision with bridge overhead structure	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

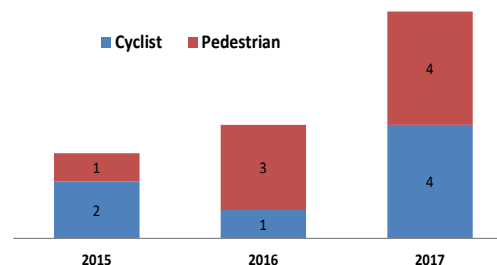
No improper driving	1195
Inattention or distracted	553
Failed to yield right of way	171
Not Reported	127
Driving too fast for conditions or exceeding speed limit	63
Followed too closely	50
Operating vehicle in erratic, reckless, negligent or aggressive manner	38
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	33
Other improper action	30
Failure to keep in proper lane or running off road	23
Over-correcting/over-steering	18
Disregarded traffic signs, signals, road markings	17
Illness or emotional	14
Physical impairment	14
Fatigued/asleep	11
Visibility obstructed	9
Wrong side or wrong way	5
Made an improper turn	4
Operating defective equipment	2

Roadway Classification

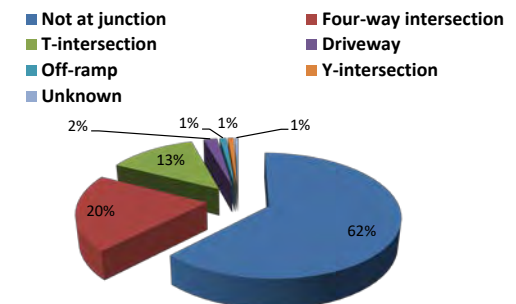
- Rural or urban principal arterial
- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Not Reported
- Local
- Urban collector or rural minor collector

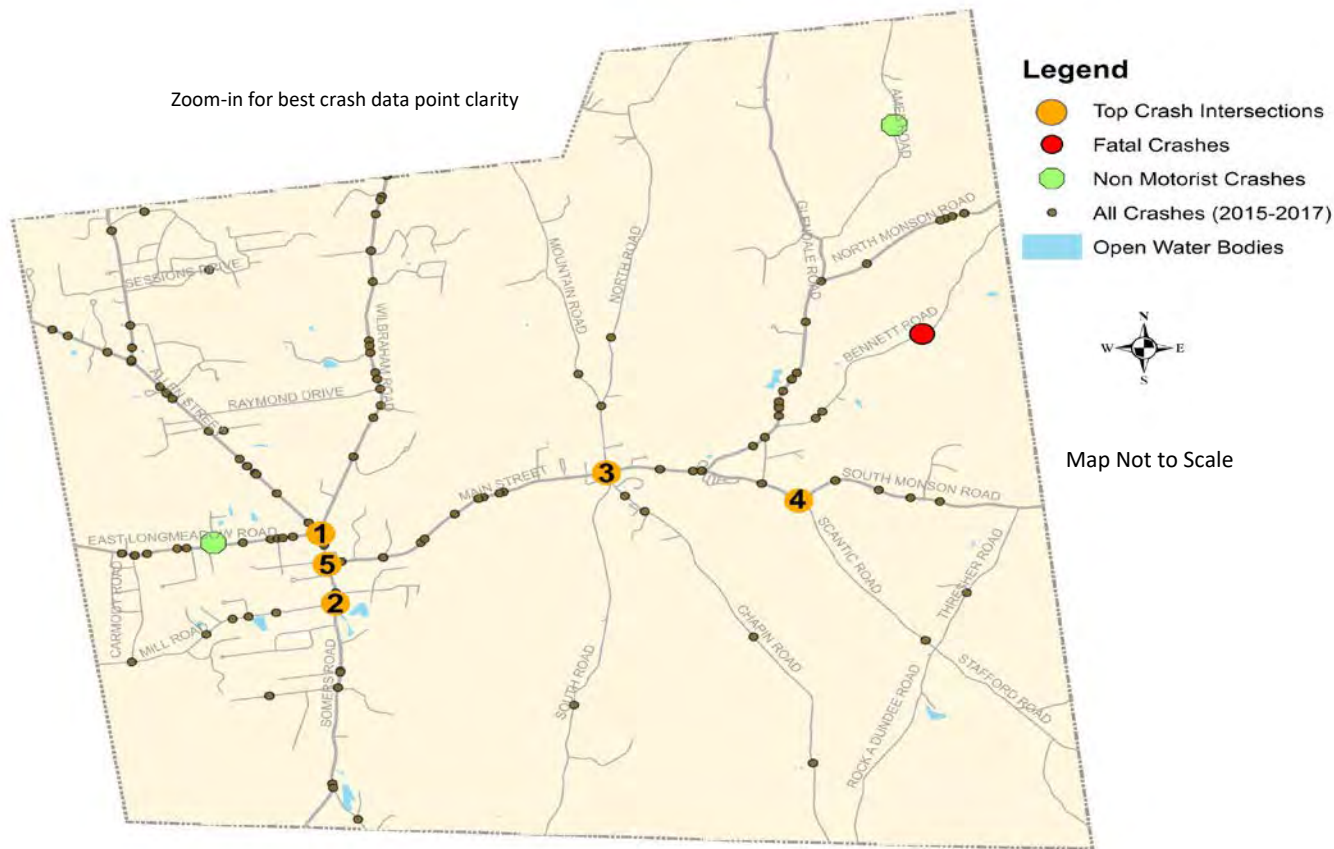


Non-motorist Crashes by Type and Year

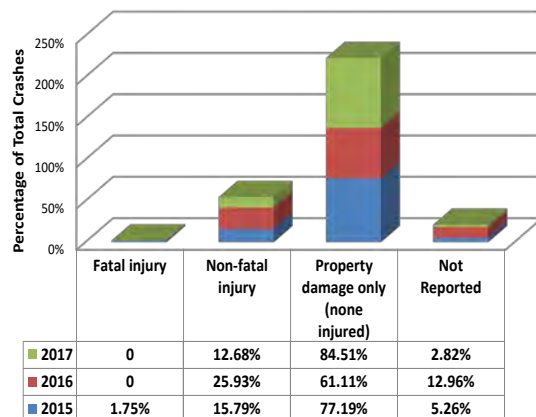


Location of Crashes

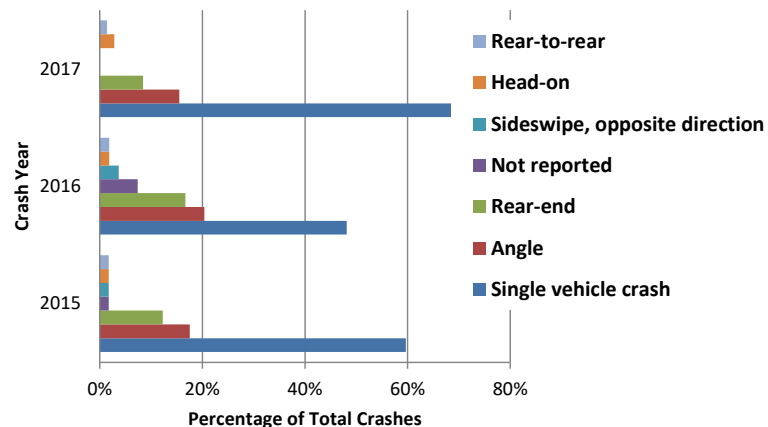




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 57

2016 – 54

2017 – 71

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 11.72

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 2

TOP CRASH INTERSECTIONS

1. Allen Street, East Longmeadow Road, Wilbraham Road, and Somers Road
(Crashes 12, EPDO* 52)
2. Somers Road and Mill Road
(Crashes 3, EPDO* 43)
3. Main Street and North Road
(Crashes 3, EPDO* 23)
4. Scantic Road and South Monson Road
(Crashes 1, EPDO* 21)
5. Main Street and Somers Road
(Crashes 7, EPDO* 7)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 2 non-motorist crashes were recorded in Hampden between 2015 and 2017.
- A fatal crash was recorded in the Town in the year 2015 which occurred at night when a motor vehicle collided with utility pole.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost 27% of the total crashes occurred as a result of motor vehicles colliding with deer.

FIRST HARMFUL EVENT SUMMARY

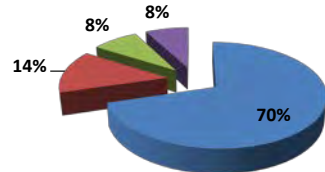
Collision with motor vehicle in traffic	56
Collision with animal - deer	49
Collision with utility pole	21
Collision with tree	15
Collision with unknown fixed object	11
Collision with parked motor vehicle	9
Collision with other movable object	5
Collision with other light pole or other post/support	3
Collision with ditch	2
Collision with embankment	2
Collision with guardrail	2
Collision with non-motorist	2
Collision with bridge	1
Collision with median barrier	1
Collision with other	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

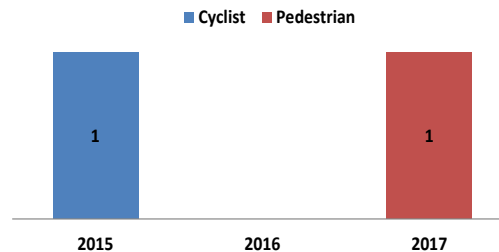
No improper driving	156
Unknown	23
Failed to yield right of way	19
Inattention	17
Operating vehicle in erratic, reckless, careless, negligent or aggressive	15
Driving too fast for conditions	13
Fatigued/asleep	12
Failure to keep in proper lane or running off road	11
Distracted	6
Exceeded authorized speed limit	6
Other improper action	6
Disregarded traffic signs, signals, road markings	5
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	4
Glare	3
Visibility obstructed	3
Emotional	2
Followed too closely	2
Over-correcting/over-steering	1
Physical impairment	1

Roadway Classification

- Urban minor arterial or rural major collector
- Local
- Urban collector or rural minor collector
- Not Reported

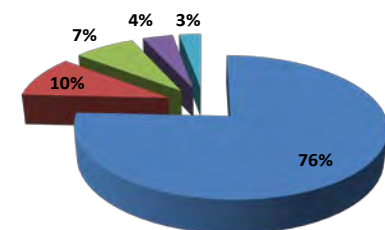


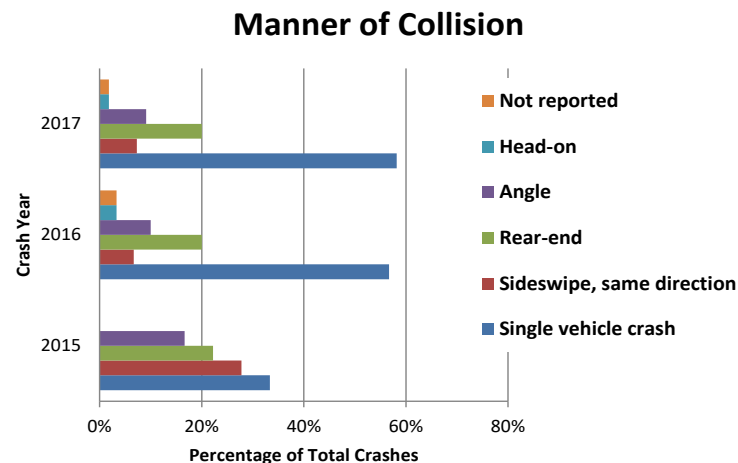
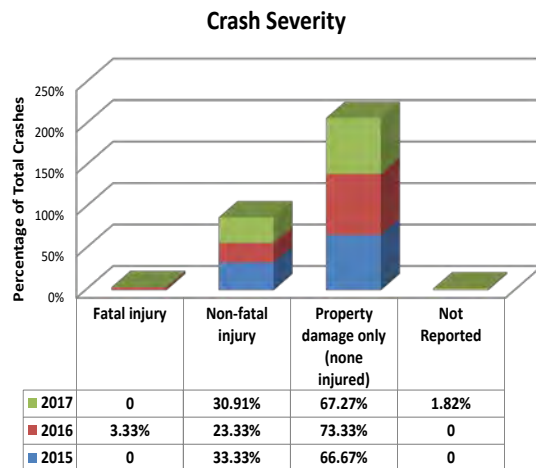
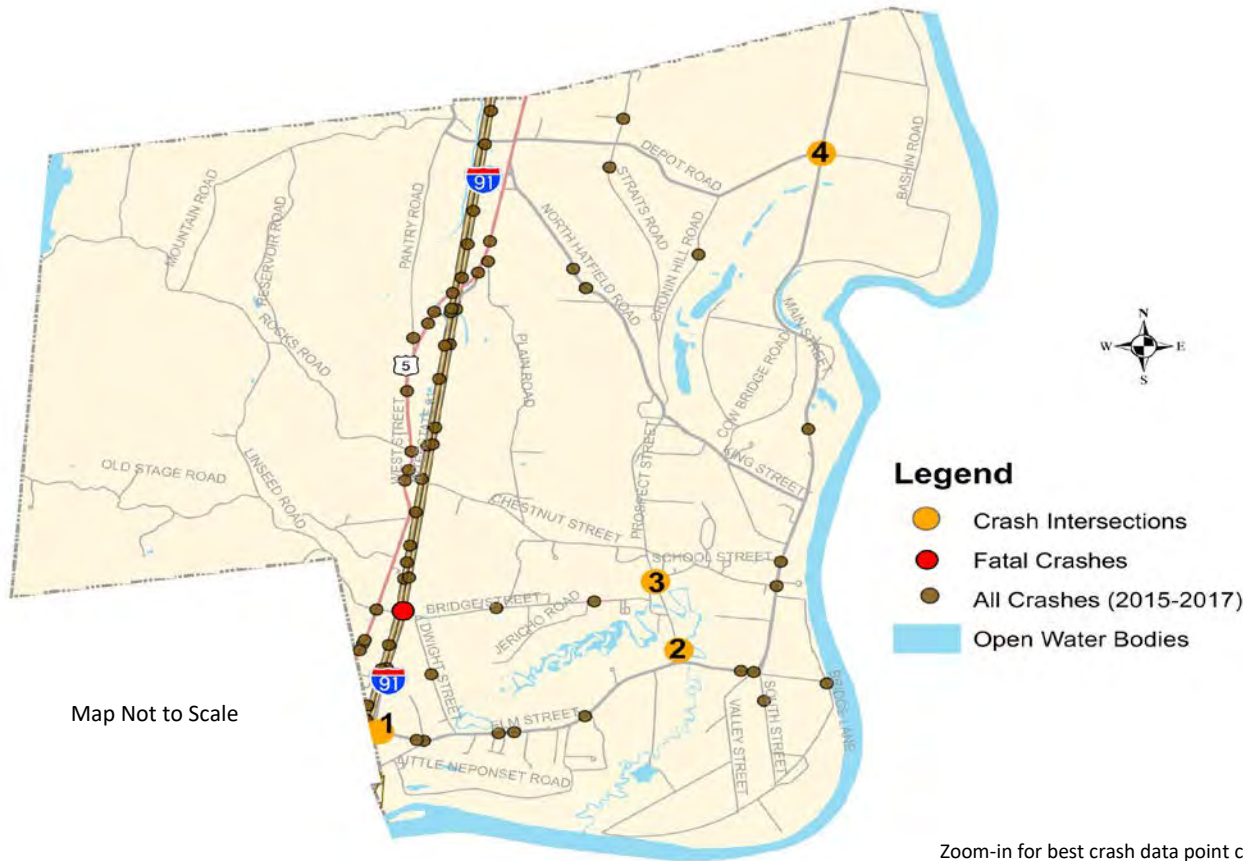
Non-motorist Crashes by Type and Year



Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Driveway
- Y-intersection





ANNUAL CRASHES

2015 – 18

2016 – 30

2017 – 55

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 6.63

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 0

INTERSECTION CRASHES

A total of six crashes were reported at 4 intersections in Hampden during the analysis period. These intersections are depicted on the map and listed below:

1. Elm Street and Interstate 91 Northbound On-ramp
(Crashes 3, EPDO* 3)
2. Elm Street and Prospect Street
(Crashes 1, EPDO* 1)
3. Prospect Street and School Street
(Crashes 1, EPDO* 1)
4. Main Street, Depot Road, and Old Farms Road
(Crashes 1, EPDO* 1)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- The total number of reported crashes has increased each year within the analysis period.
- A total of 103 crashes were recorded in Hatfield between 2015 and 2017.
- Almost half of the total crashes (44%) occurred along Interstate I-91.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

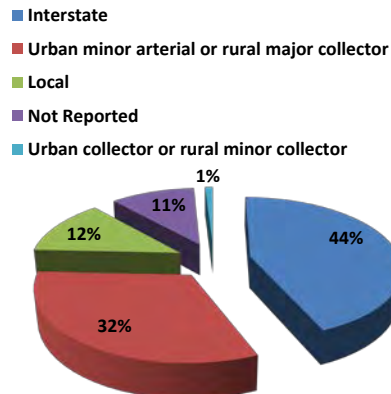
FIRST HARMFUL EVENT SUMMARY

Collision with motor vehicle in traffic	43
Collision with guardrail	13
Collision with animal - deer	9
Collision with tree	8
Collision with parked motor vehicle	7
Collision with curb	3
Collision with other light pole or other post/support	3
Collision with utility pole	3
Collision with work zone maintenance equipment	3
Collision with animal - other	2
Collision with ditch	2
Collision with embankment	2
Collision with other movable object	1
Collision with unknown fixed object	1
Other non-collision	1
Overturn/rollover	1

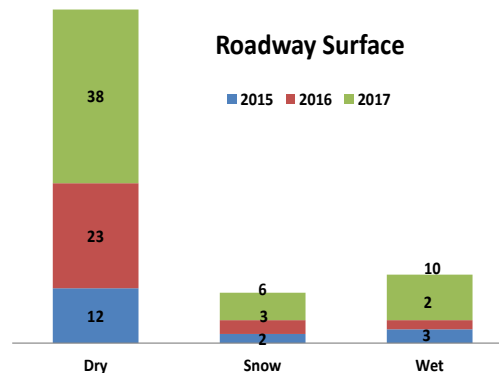
DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	151
Not Reported	20
Failed to yield right of way	19
Inattention	17
Fatigued/asleep	12
Operating vehicle in erratic, reckless, careless, negligent or aggressive	12
Failure to keep in proper lane or running off road	8
Driving too fast for conditions	6
Other improper action	6
Distracted	5
Exceeded authorized speed limit	4
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	4
Disregarded traffic signs, signals, road markings	3
Glare	3
Visibility obstructed	3
Emotional	2
Physical impairment	1

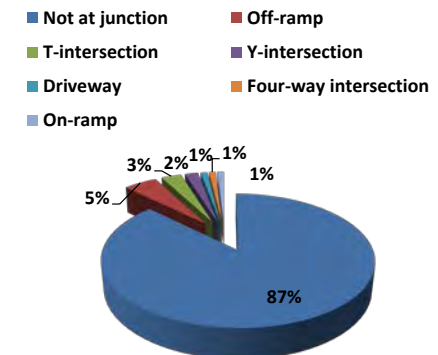
Roadway Classification

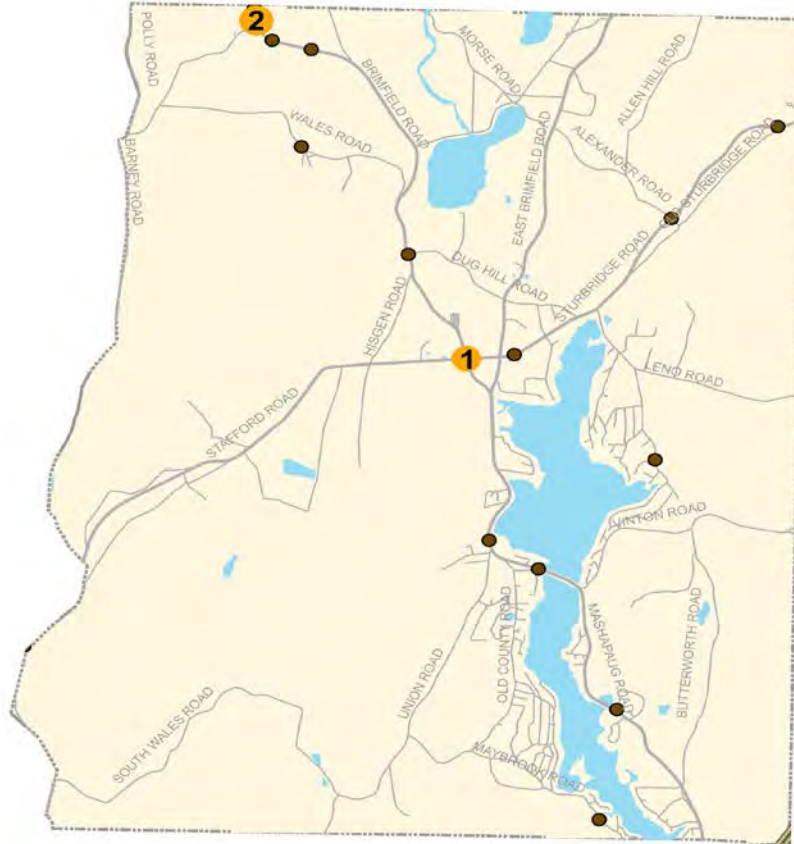


Roadway Surface



Location of Crashes





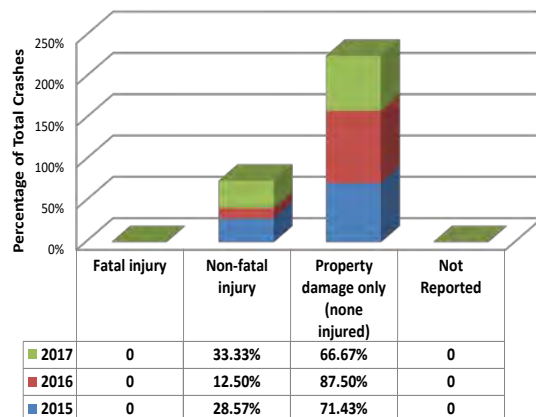
Legend

- Crash Intersections
- All Crashes (2015-2017)
- Open Water Bodies

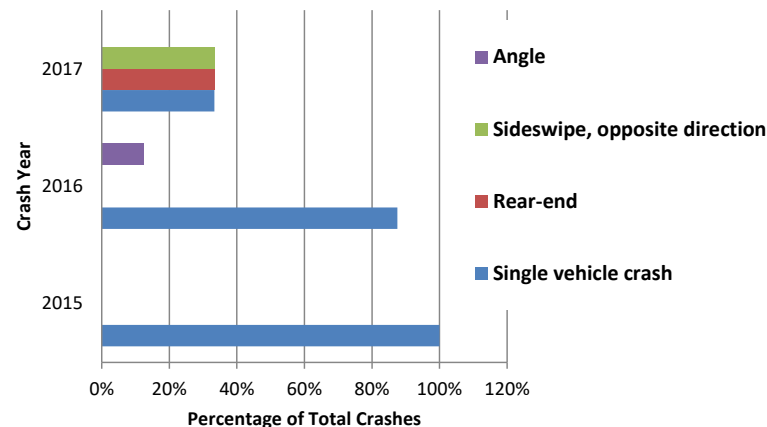
Map Not to Scale

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 7

2016 – 8

2017 – 3

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 2.42

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

INTERSECTION CRASHES

Two intersection crashes were reported in Holland (both property damage only) within the analysis period. The locations of those crashes are depicted on the map and listed below:

1. Stafford Road, Sturbridge Road, Brimfield Road, and Mashapaug Road
2. Brimfield Road and North Wales Road

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 18 crashes were recorded in Holland between 2015 and 2017.
- A majority of the collisions occurred during clear weather and dry roadway conditions.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost half of all the crashes occurred along rural major collectors in the Town.

FIRST HARMFUL EVENT SUMMARY

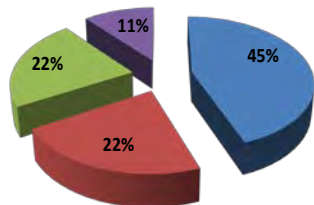
Collision with motor vehicle in traffic	3
Collision with animal - deer	2
Collision with ditch	2
Collision with guardrail	2
Collision with other	2
Collision with utility pole	2
Collision with embankment	1
Collision with other movable object	1
Collision with pedestrian	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

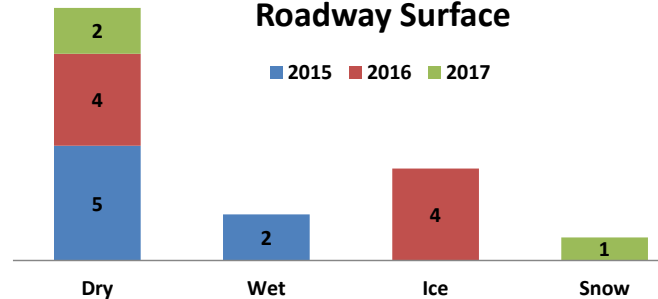
No improper driving	10
Exceeded authorized speed limit	3
Physical impairment	2
Distracted	1
Driving too fast for conditions	1
Glare	1
Inattention	1
Operating defective equipment	1
Operating vehicle in erratic, reckless, careless, negligent or aggressive	1

Roadway Classification

- Urban minor arterial or rural major collector
- Not Reported
- Local
- Urban collector or rural minor collector

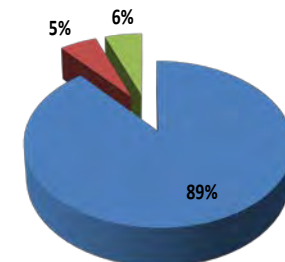


Roadway Surface

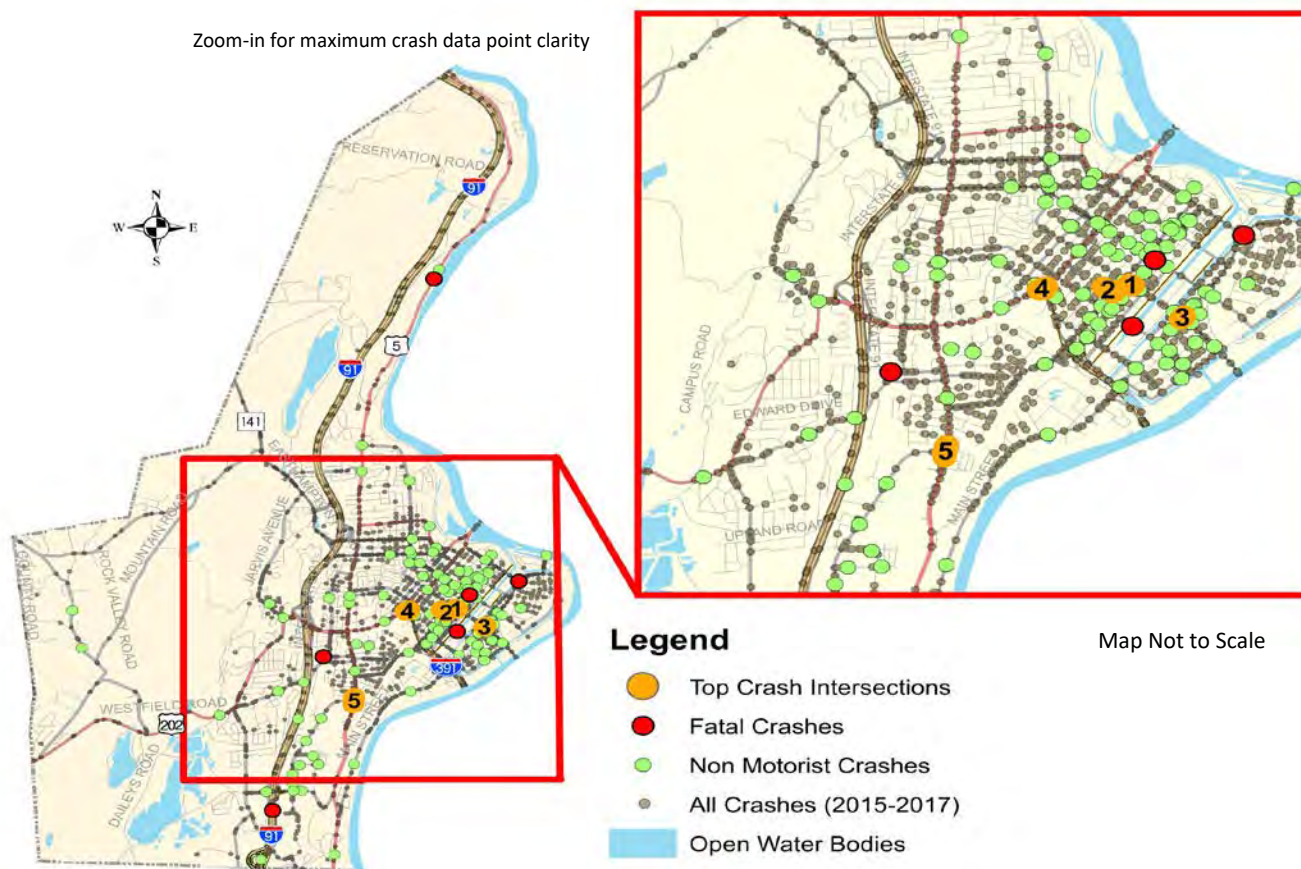


Location of Crashes

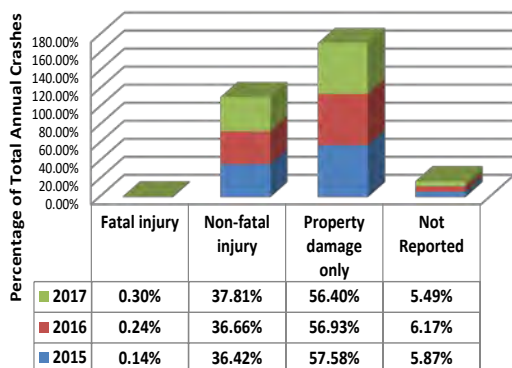
- Not at junction
- Four-way intersection
- T-intersection



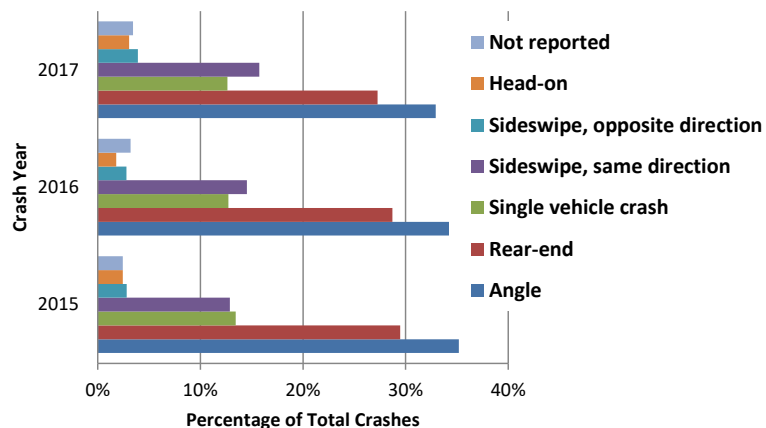
Zoom-in for maximum crash data point clarity



Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 1,771 2016 – 1,783 2017 – 1,837

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 44.79

TOTAL FATAL CRASHES - 7

TOTAL NON- MOTORIST CRASHES - 138

TOP CRASH INTERSECTIONS

1. High Street and Cabot Street
(Crashes 61, EPDO* 541)
Location Ranked 3rd the in Regional Top 100
2. Maple Street, Hampshire Street, and Chestnut Street
(Crashes 26, EPDO* 286)
Location Ranked 31st the in Regional Top 100
3. Cabot Street (Route 116 and Route 141) and Main Street (Route 116 and Route 141) Street
(Crashes 37, EPDO* 277)
Location Ranked 38th the in Regional Top 100
4. Beech Street (Route 202), Resnic Boulevard, and West Franklin Street
(Crashes 48, EPDO* 268)
Location Ranked 40th the in Regional Top 100
5. Northampton Street (Route 5) and Whiting Farms Road
(Crashes 23, EPDO* 263)
Location Ranked 43rd the in Regional Top 100

*EPDO – Equivalent Property Damage Only
(Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- More than 2.5% of the total reported crashes in Holyoke (138) were non-motorist crashes, two of those resulted in fatalities of pedestrians and one resulted in the fatality of a cyclist.
- The total number of reported crashes increased in number annually each year during the analysis period.
- Almost 30% of total reported crashes involved collisions with parked motor vehicles.

FIRST HARMFUL EVENT SUMMARY

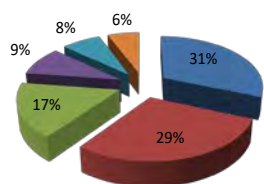
Collision with motor vehicle in traffic	3606
Collision with parked motor vehicle	983
Collision with non-motorist	138
Collision with guardrail or median barrier	136
Collision with other light pole or utility pole	133
Collision with other	72
Collision with unknown fixed object	69
Collision with curb	51
Collision with ditch or embankment	43
Collision with bridge	40
Collision with tree	39
Collision with other movable object	24
Overturn/rollover	12
Collision with animal - other	8
Other non-collision	7
Collision with moped	5
Jackknife	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	4834
Unknown	1524
Distracted or inattention	761
Failed to yield right of way	529
Followed too closely	335
Operating vehicle in erratic, careless, negligent or aggressive manner	180
Failure to keep in proper lane or running off road	178
Disregarded traffic signs, signals, road markings	169
Other improper action	147
Driving too fast for conditions or exceeded speed limit	138
Made an improper turn	104
Over-correcting/over-steering	77
Visibility obstructed	62
Swerving or avoiding due to wind, object, non-motorist, etc.	61
Emotional or illness	53
Fatigued/asleep	40
Glare	36
Operating defective equipment	25
Wrong side or wrong way	16

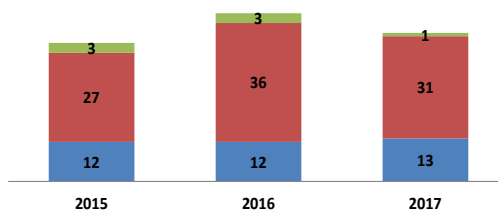
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Local
- Urban collector or rural minor collector
- Not Reported
- Interstate



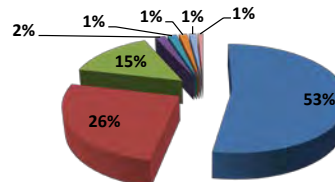
Non-motorist Crashes by Type and Year

- Cyclist
- Pedestrian
- Other (skater, wheelchair, pedalcycle, etc.)



Location of Crashes

- Not at junction
- T-intersection
- Driveway
- Off-ramp
- Four-way intersection
- Y-intersection
- On-ramp
- Unknown



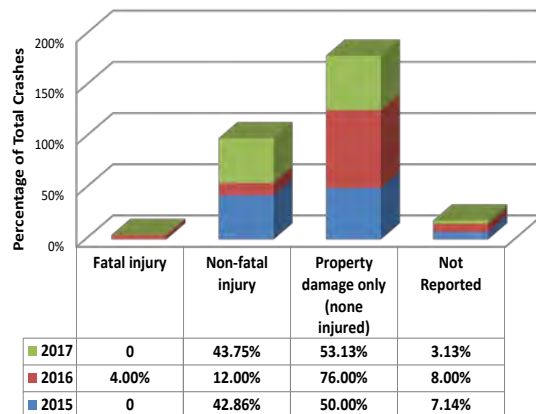


Legend

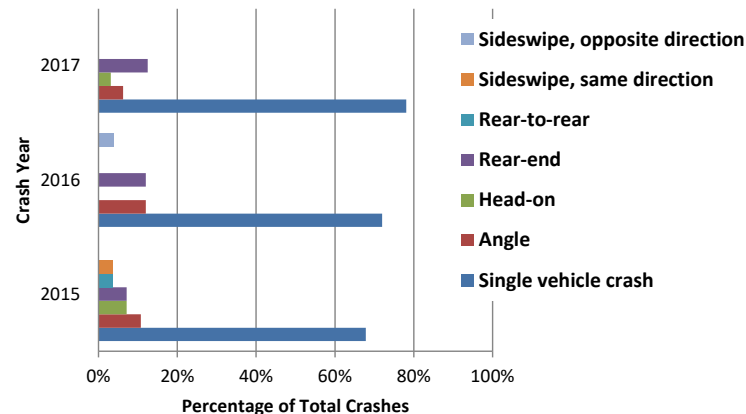
- Crash Intersections
- Non Motorist Crashes
- Fatal Crashes
- All Crashes (2015-2017)
- Open Water Bodies

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 28

2016 – 25

2017 – 32

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 13.06

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 1

CRASH INTERSECTIONS

A total of eleven crashes (two injury type, nine property damage only type) were reported in Huntington along nine intersections listed below:

1. Worthington Road (Route 112), and Kimball Road East
2. Worthington Road (Route 112), Pond Brook Road (Route 66), and Old Worthington Road (Crashes 2, EPDO* 22)
3. Worthington Road (Route 112) and County Road
4. Worthington Road (Route 112) and Montgomery Road
5. Worthington Road (Route 112) and Littleville Road (Crashes 1, EPDO* 21)
6. Crescent Street and Pleasant Street (Crashes 2, EPDO* 2)
7. Worthington Road (Route 112) and Basket Street
8. Russell Road (Route 20) and Worthington Road (Route 112)
9. Russell Road (Route 20), Blandford Hill Road, and Main Street

*EPDO – Equivalent Property Damage Only
(Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 85 crashes were recorded in Huntington between 2015 and 2017.
- On February 20, 2016 a fatal crash was reported in Town where records indicate speeding as a driver contributing circumstance.
- One non-motorist crash was recorded in the Town in 2015 which resulted in a non-incapacitating injury to a pedestrian.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

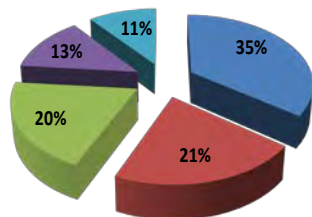
Collision with motor vehicle in traffic	22
Collision with ditch	9
Collision with animal - deer	8
Collision with utility pole	8
Collision with embankment	7
Collision with guardrail	7
Overturn/rollover	7
Collision with tree	4
Collision with other light pole or other post/support	3
Collision with parked motor vehicle	3
Collision with other movable object	2
Collision with animal - other	1
Collision with bridge	1
Collision with curb	1
Collision with other	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

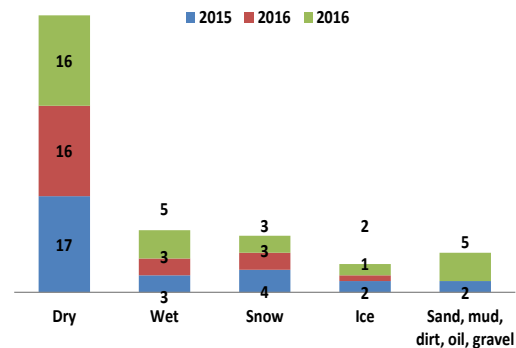
No improper driving	43
Exceeded authorized speed limit	10
Driving too fast for conditions	9
Inattention	5
Operating vehicle in erratic, careless, negligent or aggressive manner	5
Physical impairment	5
Failed to yield right of way	4
Failure to keep in proper lane or running off road	4
Other improper action	4
Fatigued/asleep	3
Swerving or avoiding due to wind, object, non-motorist, etc.	3
Unknown	3
History heart/epilepsy/fainting	2
Over-correcting/over-steering	2
Visibility obstructed	2
Emotional	1
Made an improper turn	1

Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Not Reported
- Local
- Urban collector or rural minor collector

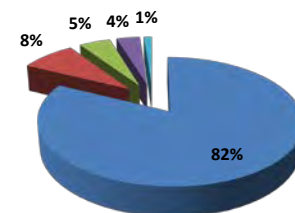


Roadway Surface



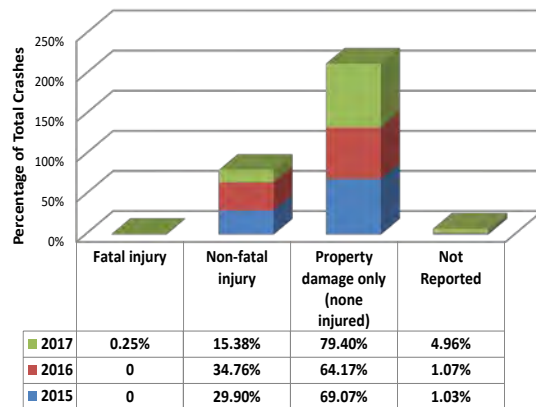
Location of Crashes

- Not at junction
- Driveway
- Four-way intersection
- T-intersection
- Y-intersection

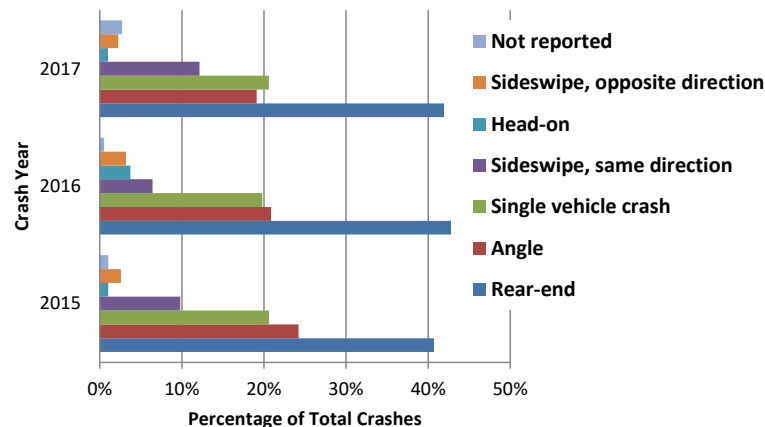




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 194

2016 – 187

2017 – 403

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 16.64

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 16

TOP CRASH INTERSECTIONS

1. Williams Street, Frank Smith Road, and Redfern Drive (Crashes 13, EPDO* 113)
2. Bliss Road and Laurel Street (Crashes 12, EPDO* 112)
3. Williams Street and Laurel Street (Crashes 10, EPDO* 90)
4. Williams Street and Dwight Road (Crashes 15, EPDO* 75)
5. Converse Street and Dwight Road (Crashes 11, EPDO* 71)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- The total number of recorded crashes in the Town of Longmeadow doubled in the year 2017 compared to the total crashes in 2015 and 2016.
- A total of 16 non-motorist crashes were recorded in Longmeadow between 2015 and 2017, one of those resulted in the fatality of a pedestrian.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost half of all the crashes occurred along urban minor arterial roads.

FIRST HARMFUL EVENT SUMMARY

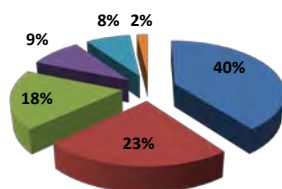
Collision with motor vehicle in traffic	553
Collision with parked motor vehicle	52
Collision with guardrail or median barrier	44
Collision with animal	37
Collision with tree	19
Collision with non-motorist	16
Collision with curb	14
Collision with other light pole or other post/support	13
Collision with utility pole	12
Collision with unknown fixed object	9
Collision with other	5
Collision with other movable object	5
Collision with ditch	1
Collision with railway vehicle (e.g., train, engine)	1
Collision with work zone maintenance equipment	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	900
Distracted or inattention	221
Unknown	78
Followed too closely	75
Failed to yield right of way	64
Driving too fast for conditions	40
Operating vehicle in erratic, careless, negligent or aggressive manner	35
Failure to keep in proper lane or running off road	29
Other improper action	21
Swerving or avoiding due to wind, object, non-motorist, etc.	20
Fatigued/asleep	19
Disregarded traffic signs, signals, road markings	17
Over-correcting/over-steering	15
Exceeded authorized speed limit	10
Visibility obstructed	6
Illness	6
Made an improper turn	3
Glare	2
Operating defective equipment	2

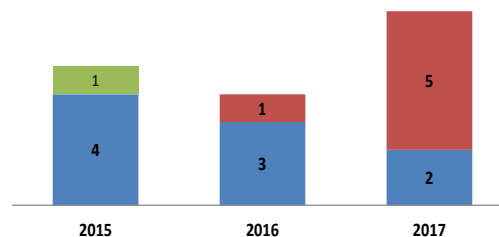
Roadway Classification

- Urban minor arterial or rural major collector
- Interstate
- Rural minor arterial or urban principal arterial
- Local
- Urban collector or rural minor collector
- Not Reported



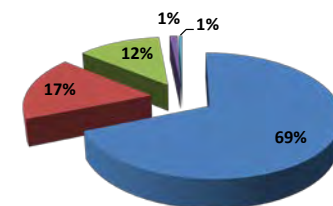
Non-motorist Crashes by Type and Year

- Cyclist
- Pedestrian
- Other (skater, wheelchair, pedalcar, etc.)



Location of Crashes

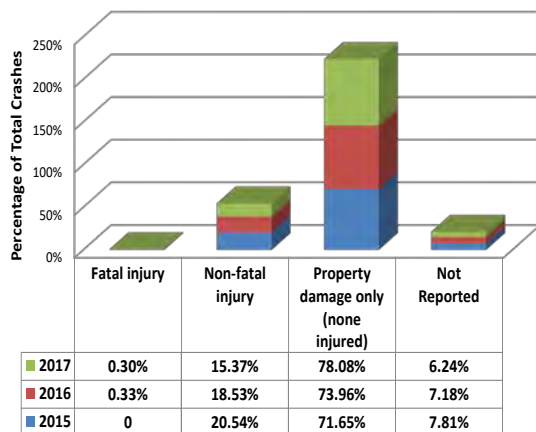
- Not at junction
- Four-way intersection
- T-intersection
- Y-intersection
- Driveway



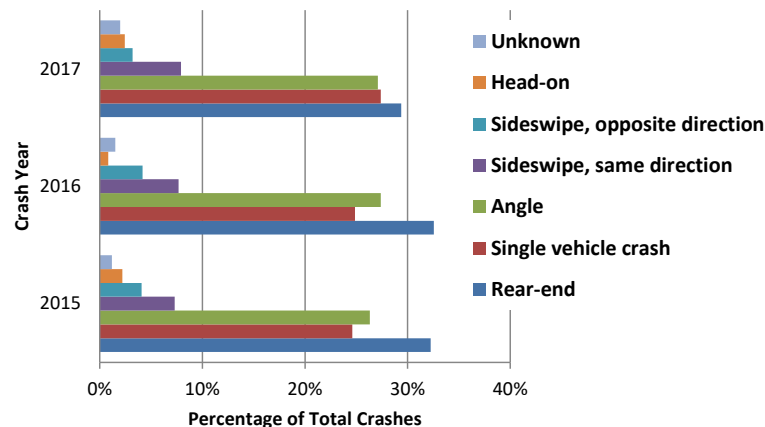


Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 589

2016 – 599

2017 – 657

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 28.96

TOTAL FATAL CRASHES - 4

TOTAL NON- MOTORIST CRASHES -13

TOP CRASH INTERSECTIONS

- Center Street (Route 21), Interstate 90 Approach Road, Harding Avenue, and Swan Avenue (Crashes 36, EPDO* 156)
- Center Street (Route 21) and Cherry Street (Crashes 44, EPDO* 144)
- Russell Street, West Avenue, and West Street (Crashes 19, EPDO* 139)
- Cady Street, Fuller Street, and Cherry Street (Crashes 36, EPDO* 136)
- Center Street (Route 21) and Chapin Street (Crashes 22, EPDO* 122)

13
*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 13 non-motorist crashes were recorded in Ludlow between 2015 and 2017.
- All four fatal crashes in the Town reported during the analysis period were single vehicle crashes, three of those occurred during hours of darkness.
- A majority of collisions were rear-end crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

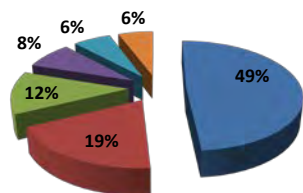
Collision with motor vehicle in traffic	1173
Collision with parked motor vehicle	211
Collision with other	106
Collision with other light pole or utility pole	77
Collision with animal	53
Collision with guardrail or median barrier	51
Collision with tree	41
Collision with curb	33
Collision with ditch or embankment	27
Collision with other movable object	21
Collision with non- motorist	13
Overturn/rollover	10
Other non-collision	7
Collision with bridge	3
Unknown non-collision	3
Collision with moped	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

Distracted or inattention	1087
No improper driving	653
Unknown	495
Failed to yield right of way	176
Operating vehicle in erratic, reckless, careless, negligent or aggressive	124
Other improper action	118
Failure to keep in proper lane or running off road	112
Driving too fast for conditions or exceeded authorized speed limit	102
Followed too closely	101
Visibility obstructed	69
Emotional or illness	46
Disregarded traffic signs, signals, road markings	45
Fatigued/asleep	33
Over-correcting/over-steering	28
Operating defective equipment	26
Made an improper turn	19
Swerving or avoiding due to wind, object, non-motorist, etc.	18
Glare	15
Wrong side or wrong way	8

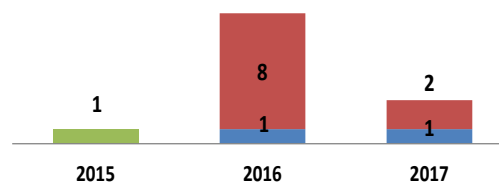
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Local
- Interstate
- Urban collector or rural minor collector
- Not Reported



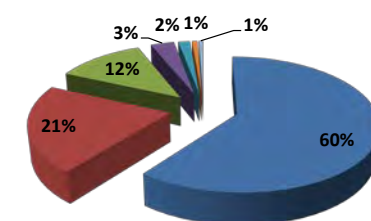
Non-motorist Crashes by Type and Year

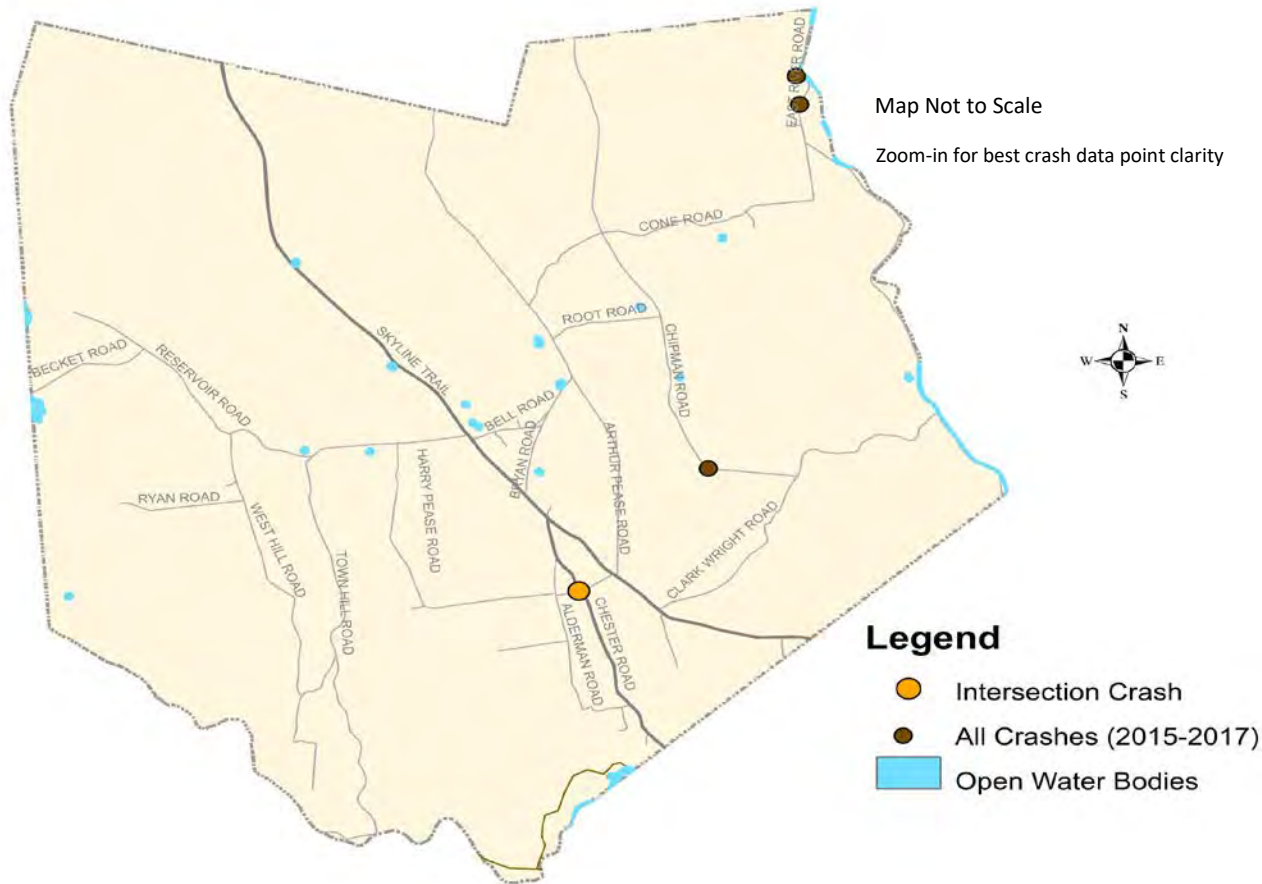
- Other (skater, wheelchair, pedalcycle, etc.)
- Pedestrian
- Cyclist



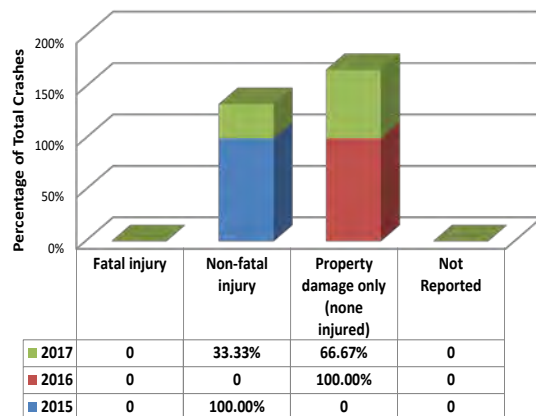
Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- Off-ramp
- T-intersection
- Driveway
- Unknown

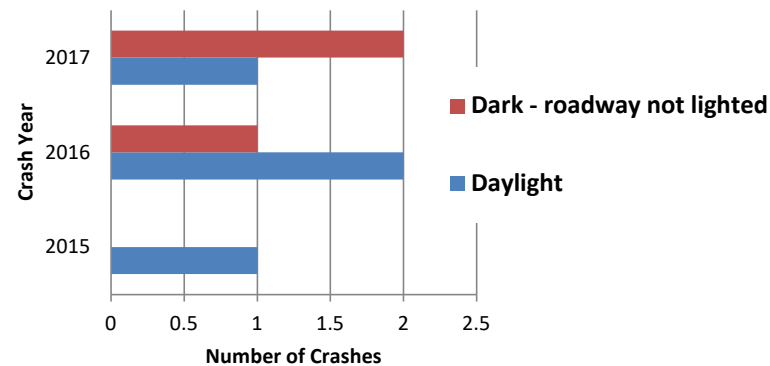




Crash Severity



Light Conditions



ANNUAL CRASHES

2015 – 1

2016 – 3

2017 – 3

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 4.37

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

CRASHES

A total of seven crashes were reported in Middlefield within the three year analysis period. Four of those had enough data to be geocoded and those points are marked in the adjacent map.

The three crashes not located were reported along Chester Road, Skyline Trail, and Bell Road. The sole intersection crash reported occurred at the four way intersection of:
Chester Road and Arthur Pease Road
(Injury Type Crash, EPDO* 21)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- All seven reported crashes were single vehicle crashes, 2 of which resulted in non-incapacitating injuries.
- Three crashes occurred during the hours of darkness.
- Three crashes were a result of speeding associated with risky or unsafe driving conditions.

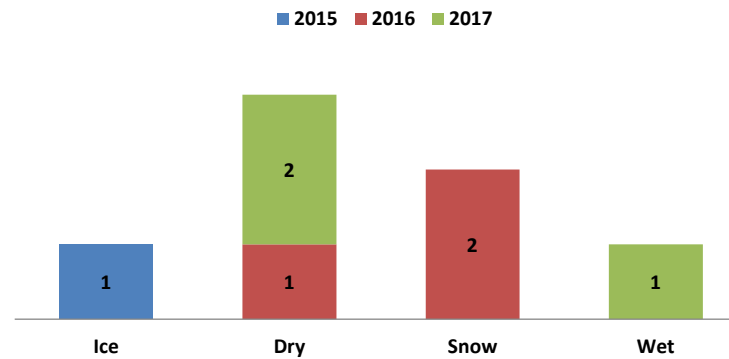
FIRST HARMFUL EVENT SUMMARY

Collision with tree	3
Collision with other light pole or other post/support	2
Collision with ditch	1
Collision with embankment	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

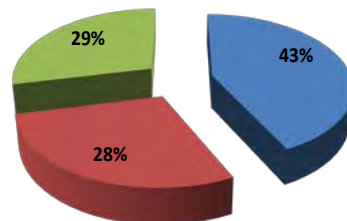
Driving too fast for conditions	3
Fatigued/asleep	2
No improper driving	2

Roadway Surface



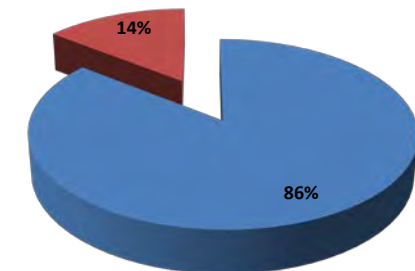
Roadway Classification

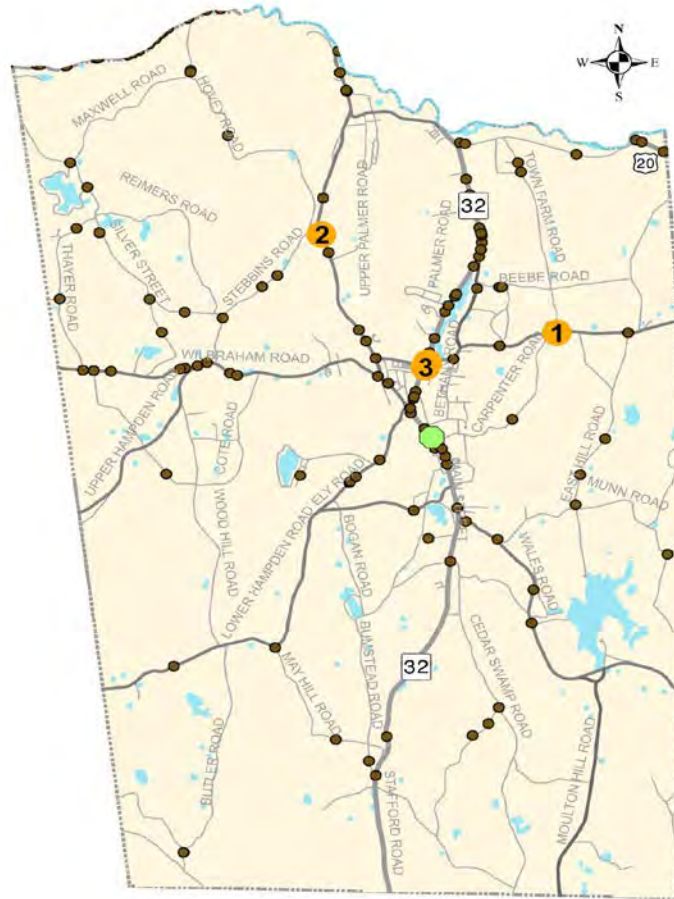
- Local
■ Urban collector or rural minor collector
■ Not Reported



Location of Crashes

- Not at junction ■ Four-way intersection





Legend

- Top Crash Intersections
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

Map Not to Scale

Zoom-in for best crash data point clarity

ANNUAL CRASHES

2015 – 51

2016 – 53

2017 – 33

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 5.19

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 1

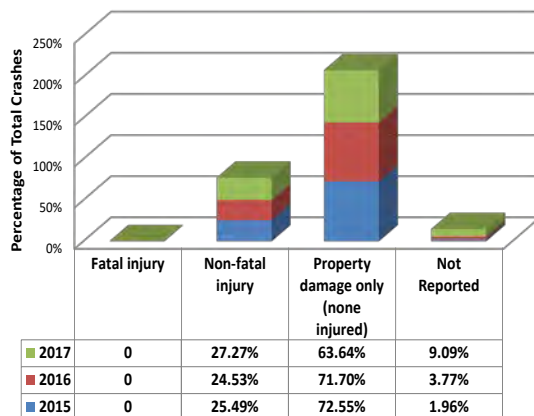
TOP CRASH INTERSECTIONS

Three intersections in Monson stand out because of multiple reported crashes and injury crashes during the analysis period. They are depicted on the map and listed below:

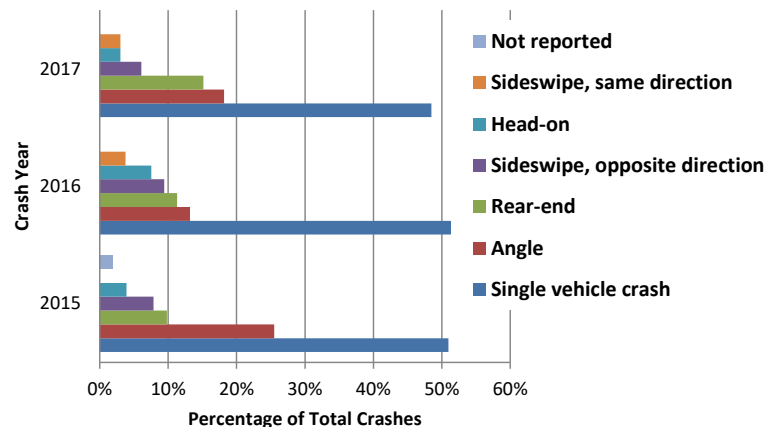
1. Brimfield Road and Town Farm Road
(Crashes 2, EPDO* 22)
2. Upper Palmer Road and Stebbins Road
(Injury Type Crash 1, EPDO* 21)
3. Main Street (Route 32), Palmer Road (Route 32), Chestnut Street, and Thompson Street
(Crashes 4, EPDO* 4)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

Crash Severity



Manner of Collision



KEY FINDINGS

- One non-motorist crash was recorded in Monson between 2015 and 2017 which resulted in an incapacitating injury to a pedestrian.
- The number of total reported crashes in the year 2017 reduced by almost 40% from the total numbers reported in 2015 and 2016.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

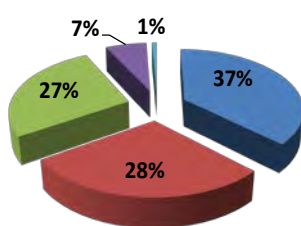
Collision with motor vehicle in traffic	55
Collision with tree	20
Collision with unknown fixed object	10
Collision with utility pole	9
Collision with animal - deer	8
Collision with guardrail	8
Collision with parked motor vehicle	7
Collision with embankment	6
Collision with ditch	4
Collision with other movable object	3
Collision with bridge	2
Collision with animal - other	1
Collision with curb	1
Collision with other	1
Collision with pedestrian	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

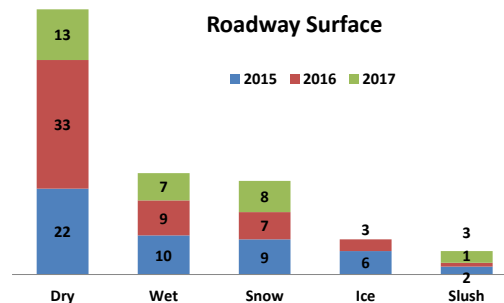
No improper driving	70
Driving too fast for conditions	28
Inattention	24
Operating vehicle in erratic, reckless, careless, negligent or aggressive	20
Other improper action	14
Distracted	10
Failed to yield right of way	9
Unknown	8
Failure to keep in proper lane or running off road	7
Made an improper turn	6
Over-correcting/over-steering	5
Glare	4
Swerving or avoiding due to wind, slippery surface, or non-motorist, etc.	4
Exceeded authorized speed limit	3
Fatigued/asleep	2
Followed too closely	2
Illness	2
Operating defective equipment	2
Visibility obstructed	2

Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Local
- Not Reported
- Urban collector or rural minor collector

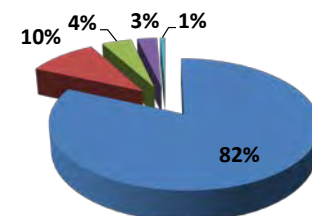


Roadway Surface



Location of Crashes

- Not at junction
- Y-intersection
- Four-way intersection
- T-intersection
- Driveway





Map Not to Scale

Zoom-in for best crash data point clarity

Legend

- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

ANNUAL CRASHES

2015 – 9

2016 – 12

2017 – 13

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 13.08

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES -1

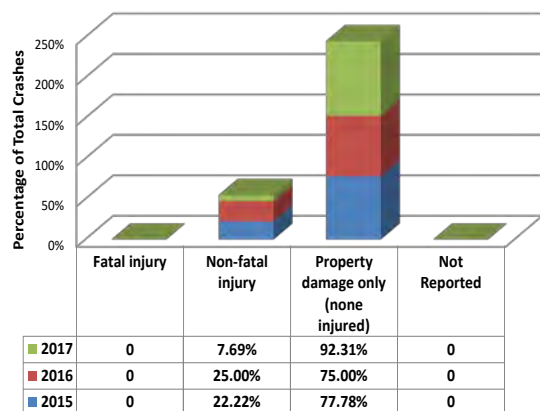
CRASH LOCATIONS

All reported crashes except one in Montgomery were non intersection crashes, the majority of which occurred along Main Road and Carrington Road.

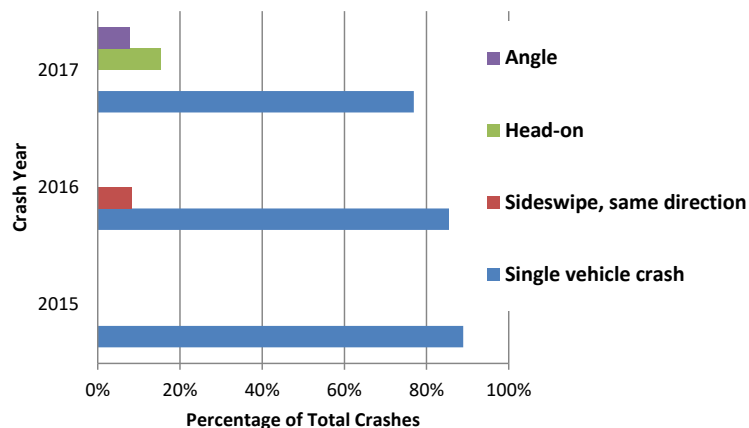
Some crashes were also reported along two local streets - New State Road and Southampton Road.

The sole driveway crash in the Town was reported along New State Road just north of its intersection with Bungy Road.

Crash Severity



Manner of Collision



KEY FINDINGS

- Total number of reported crashes in Montgomery has increased annually within the analysis period.
- One non-motorist crash was reported in the Town in 2017 however the type of non-motorist could not be determined from the available data due to lack of detailed information.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

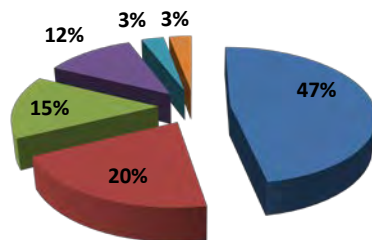
Collision with motor vehicle in traffic	6
Collision with animal - deer	5
Collision with ditch	5
Collision with embankment	3
Collision with bridge	2
Collision with curb	2
Collision with tree	2
Collision with unknown fixed object	2
Collision with utility pole	2
Collision with guardrail	1
Collision with other	1
Collision with other light pole or other post/support	1
Not reported	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

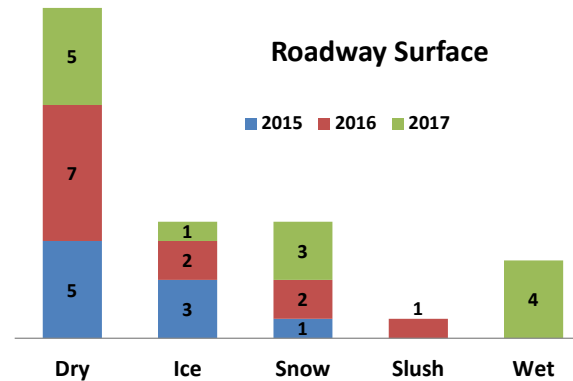
No improper driving	21
Driving too fast for conditions	3
Exceeded authorized speed limit	3
Fatigued/asleep	3
Inattention	3
Failure to keep in proper lane or running off road	2
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	2
Over-correcting/over-steering	1

Roadway Classification

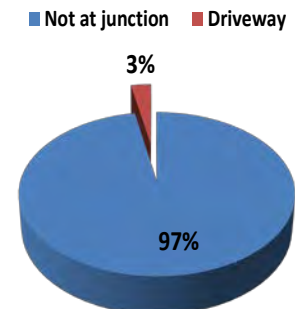
- Urban minor arterial or rural major collector
- Local
- Not Reported
- Urban collector or rural minor collector
- Interstate
- Rural minor arterial or urban principal arterial

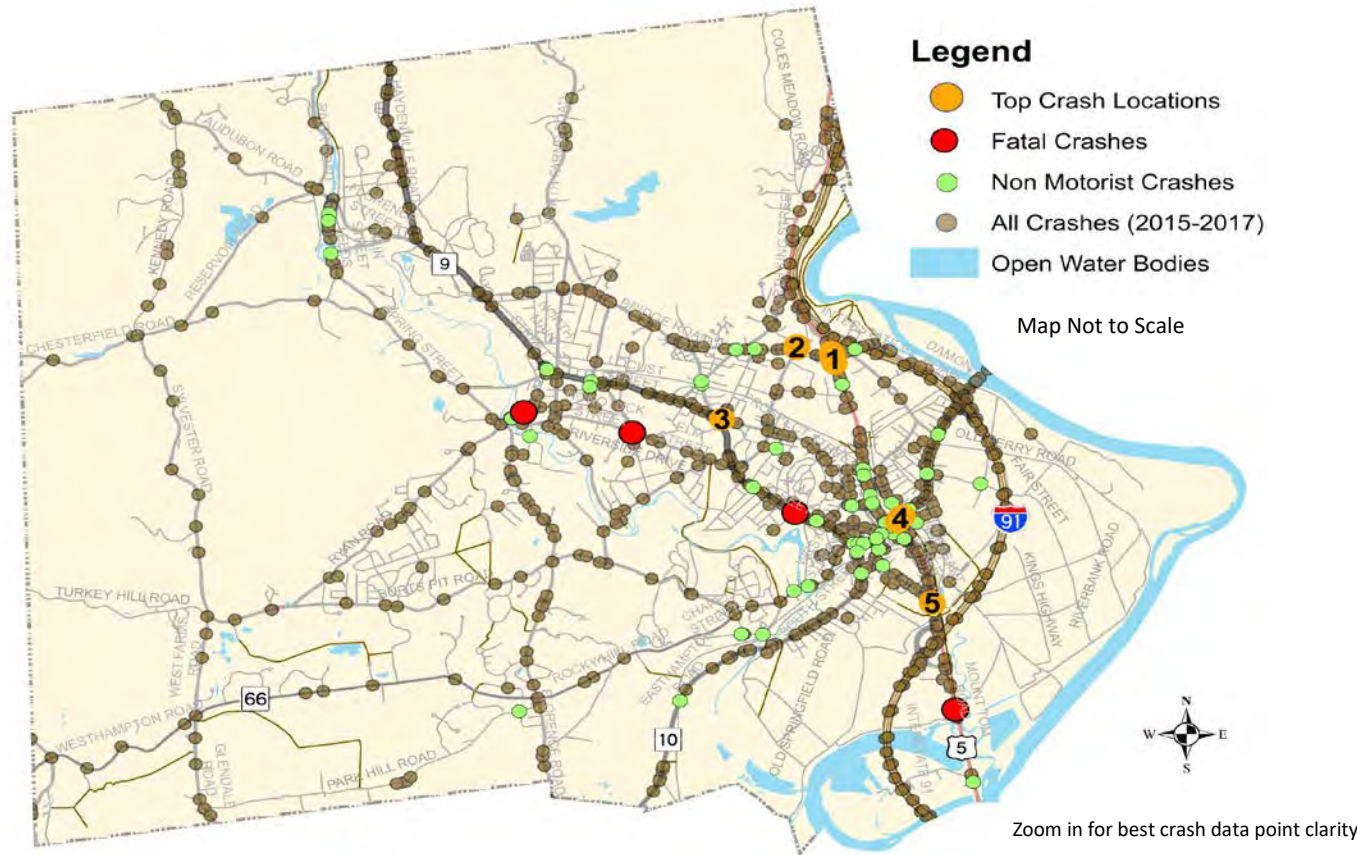


Roadway Surface

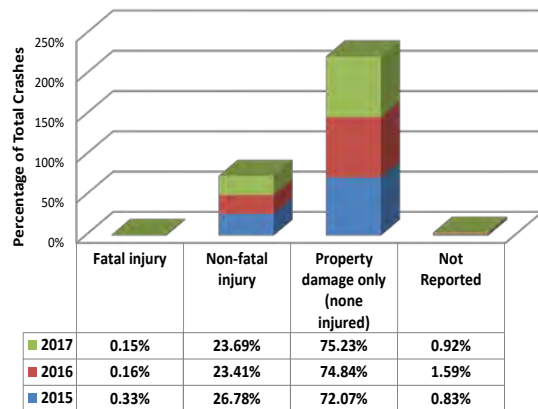


Location of Crashes

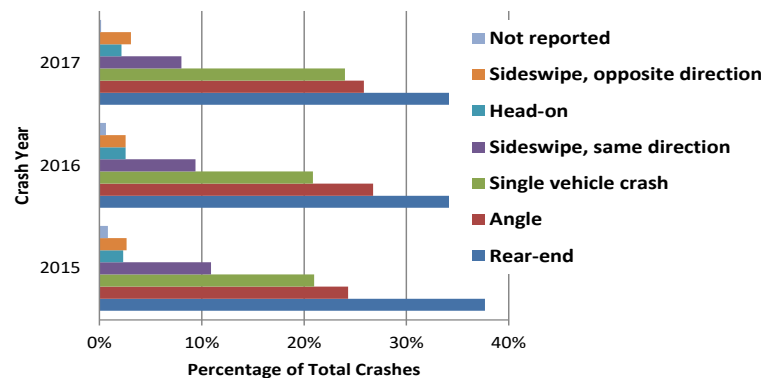




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 605

2016 – 628

2017 – 650

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 22.06

TOTAL FATAL CRASHES - 4

TOTAL NON- MOTORIST CRASHES - 76

TOP CRASH INTERSECTIONS

1. North King Street (Route 5 and Route 10), King Street (Route 5 and Route 10), Bridge Road, and Damon Road (Crashes 32, EPDO* 252)
Location Ranked 48th the in Regional Top 100
2. Bridge Road, Jackson Street, Cooke Avenue, and Pine Brook Curve (Crashes 23, EPDO* 143)
3. Prospect Street and Prospect Avenue (Crashes 9, EPDO* 129)
4. Bridge Street (Route 9), Main Street (Route 9), Hawley Street, Market Street, and Strong Avenue (Crashes 22, EPDO* 122)
5. Mount Tom Road (Route 5), Pleasant Street (Route 5), and Conz Street (Crashes 17, EPDO* 117)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 76 non-motorist crashes were recorded in Northampton between 2015 and 2017, two of those resulted in fatalities of a cyclist and a pedestrian.
- Two more fatal crashes were recorded in the City, one was a single vehicle crash at night and the other was a head-on collision during daylight hours
- The majority of crashes in Northampton were rear-end collisions.

FIRST HARMFUL EVENT SUMMARY

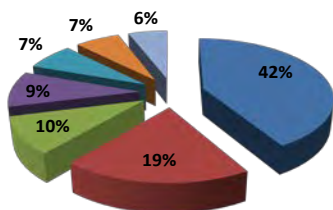
Collision with motor vehicle in traffic	1286
Collision with parked motor vehicle	113
Collision with other light pole or utility pole	80
Collision with a non-motorist	76
Collision with guardrail or median barrier	69
Collision with animal	46
Collision with other	46
Collision with curb	45
Collision with unknown fixed object	36
Collision with tree	30
Collision with ditch or embankment	24
Collision with bridge	19
Collision with median barrier	10
Overturn/rollover	9
Collision with work zone maintenance equipment	2
Collision with moped	2
Other non-collision	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

Distracted or inattention	1119
No improper driving	1104
Failed to yield right of way	240
Unknown	237
Followed too closely	187
Operating vehicle in erratic, careless, negligent or aggressive manner	117
Driving too fast for conditions or exceeded authorized speed limit	98
Disregarded traffic signs, signals, road markings	83
Visibility obstructed	79
Failure to keep in proper lane or running off road	77
Other improper action	74
Emotional or illness	53
Swerving or avoiding due to wind, object, non-motorist, etc.	51
Over-correcting/over-steering	47
Fatigued/asleep	38
Glare	24
Made an improper turn	19
Operating defective equipment	6
Wrong side or wrong way	3

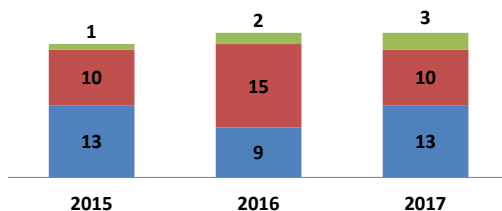
Roadway Classification

- Urban minor arterial or rural major collector
- Rural or urban principal arterial
- Rural minor arterial or urban principal arterial
- Interstate
- Local
- Not Reported
- Urban collector or rural minor collector



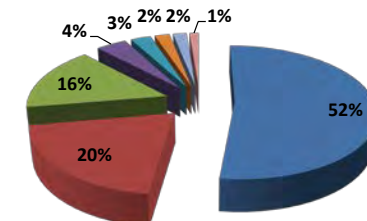
Non-motorist Crashes by Type and Year

- Other (skater, wheelchair, pedalcycle, etc.)
- Pedestrian
- Cyclist



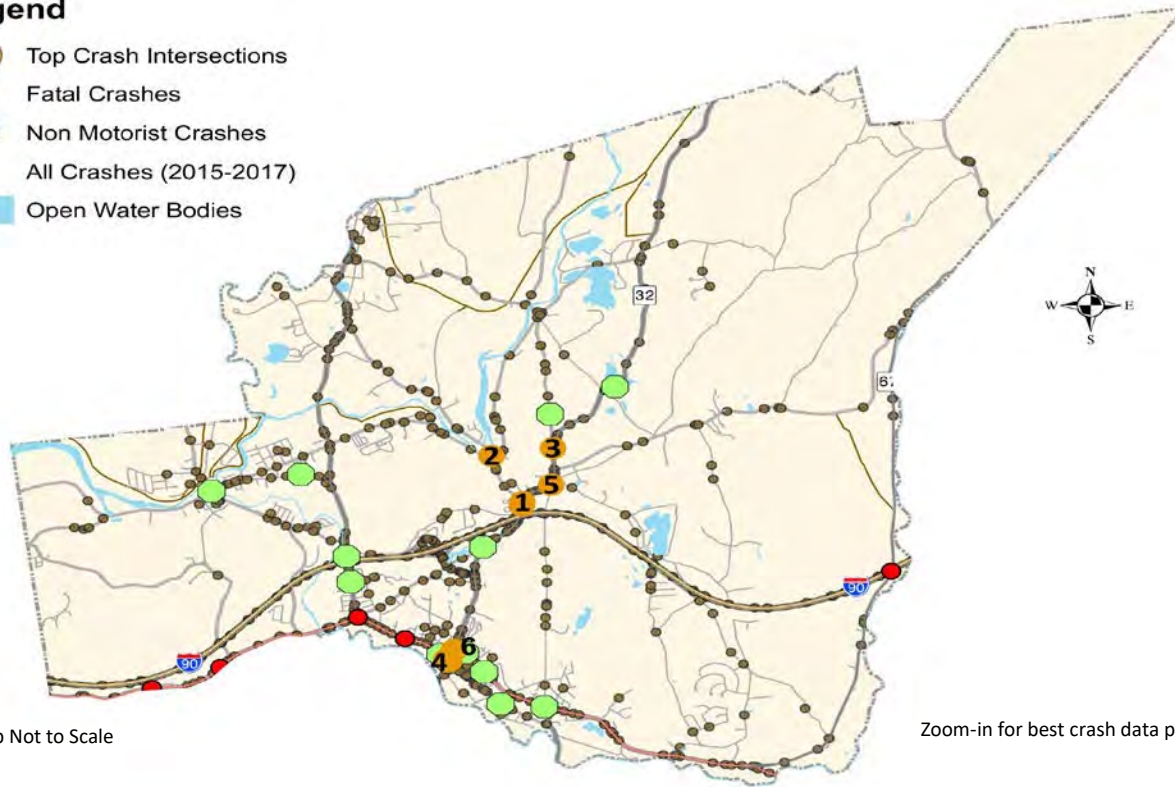
Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- Off-ramp
- T-intersection
- Driveway
- On-ramp
- Traffic circle



Legend

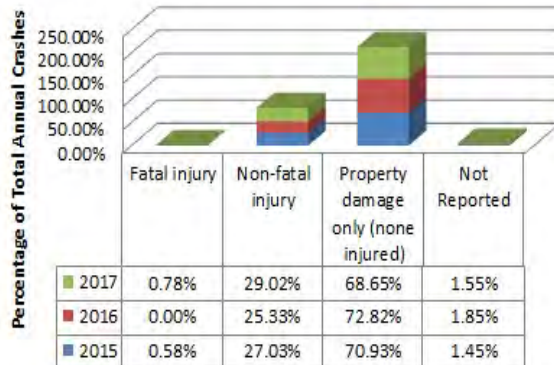
- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies



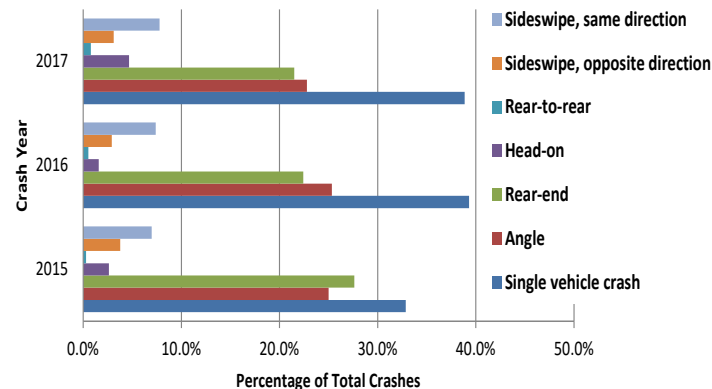
Map Not to Scale

Zoom-in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 344

2016 – 379

2017 – 386

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 30.22

TOTAL FATAL CRASHES - 5

TOTAL NON- MOTORIST CRASHES - 18

TOP CRASH INTERSECTIONS

1. Thorndike Street (Route 32), Ware Street (Route 32), and High Street (Crashes 13, EPDO* 93)
2. Center Street, Church Street, and River Street (Crashes 12, EPDO* 92)
3. Ware Street (Route 32) and Stimson Street (Crashes 5, EPDO* 85)
4. North Main Street (Route 20), Thorndike Street (Route 32), and Main Street (Crashes 15, EPDO* 75)
5. Ware Street (Route 32) and Breckenridge Street (Crashes 6, EPDO* 66)
6. Thorndike Street (Route 32) and Foster Street (Crashes 6, EPDO* 66)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 11)

KEY FINDINGS

- A total of 18 non-motorist crashes were recorded in Palmer between 2015 and 2017, three of those resulted in fatalities of pedestrians.
- The other two fatal crashes were a result of motor vehicles colliding with a bridge and a utility pole during early morning hours of darkness.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost half of all the crashes occurred along principal arterials in town (Routes 20, 181, and 32).

FIRST HARMFUL EVENT SUMMARY

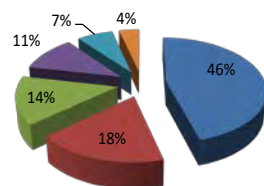
Collision with motor vehicle in traffic	602
Collision with guardrail or median barrier	90
Collision with other light pole or utility Pole	83
Collision with parked motor vehicle	78
Collision with animal	58
Collision with tree	37
Collision with unknown fixed object	27
Collision with embankment	24
Collision with curb	18
Collision with bridge	17
Collision with other movable object	16
Collision with ditch	13
Overturn/rollover	11
Collision with other	8
Other non-collision	7
Collision with moped	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

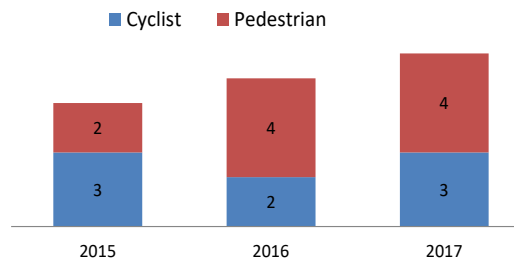
No improper driving	1085
Distracted or inattention	206
Operating vehicle in erratic, reckless, negligent or aggressive manner	137
Driving too fast for conditions or exceeding speed limit	108
Failure to keep in proper lane or running off road	67
Failed to yield right of way	62
Not Reported	51
Followed too closely	41
Over-correcting/over-steering	36
Fatigued/asleep	31
Other improper action	25
Visibility obstructed	24
Made an improper turn	22
Illness or physical impairment	19
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	15
Operating defective equipment	14
Disregarded traffic signs, signals, road markings	11
Glare	9
Wrong side or wrong way	7

Roadway Classification

- Rural minor arterial or urban principal arterial
- Interstate
- Urban minor arterial or rural major collector
- Local
- Not Reported
- Urban collector or rural minor collector

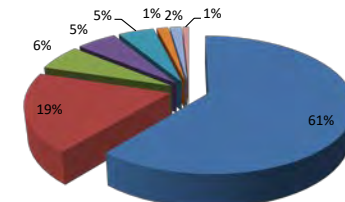


Non-motorist Crashes by Type and Year



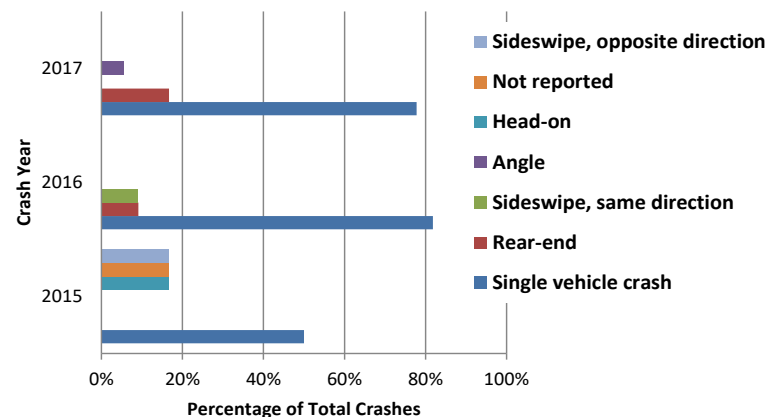
Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- On-ramp
- T-intersection
- Driveway
- Off-ramp
- Not reported

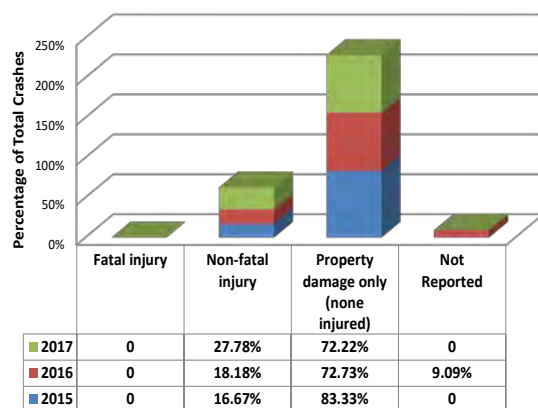




Manner of Collision



Crash Severity



ANNUAL CRASHES

2015 – 6

2016 – 11

2017 – 18

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 8.89

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 1

CRASH INTERSECTIONS

Seven intersection crashes were reported in Pelham (all but one were property damage only) within the analysis period.

The locations of those crashes are depicted on the map and listed below:

1. Daniel Shays Highway (Route 202), Amherst Road, and Pelham Road (Injury Crash)

2. Daniel Shays Highway (Route 202) and Packardville Road

3. Amherst Road and Harkness Road

4. Amherst Road, North Valley Road, and South Valley Road

5. North Valley Road and Private Driveway

6. Amherst Road and Arnold Road

7. Amherst Road and Country Lane

KEY FINDINGS

- The total number of reported crashes in Pelham has increased each year within the three year analysis period.
- One non-motorist crash was recorded in Pelham in 2017 when a motor vehicle failed to keep in its proper lane and collided in a fence on a private property striking a non-motorist.
- A majority of crashes were single vehicle collisions which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

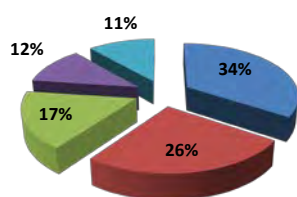
Collision with motor vehicle in traffic	8
Collision with ditch	4
Collision with other	4
Collision with tree	4
Collision with guardrail	3
Not reported	3
Collision with animal - deer	2
Collision with embankment	2
Collision with animal - other	1
Collision with curb	1
Collision with utility pole	1
Other non-collision	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	17
Driving too fast for conditions	4
Unknown	4
Failure to keep in proper lane or running off road	3
Exceeded authorized speed limit	2
Failed to yield right of way	2
Followed too closely	2
Made an improper turn	2
Distracted	1
Fatigued/asleep	1
Inattention	1
Physical impairment	1
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	1

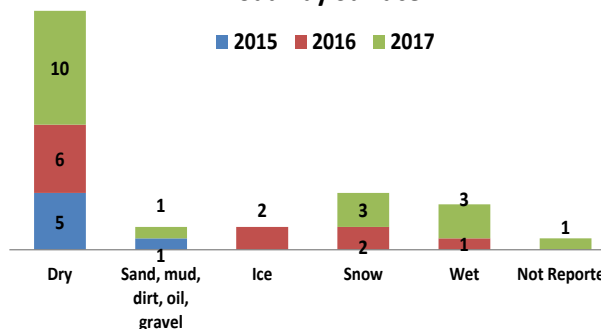
Roadway Classification

- Urban minor arterial or rural major collector
- Rural minor arterial or urban principal arterial
- Not Reported
- Local
- Urban collector or rural minor collector



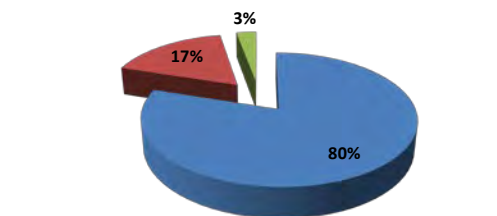
Roadway Surface

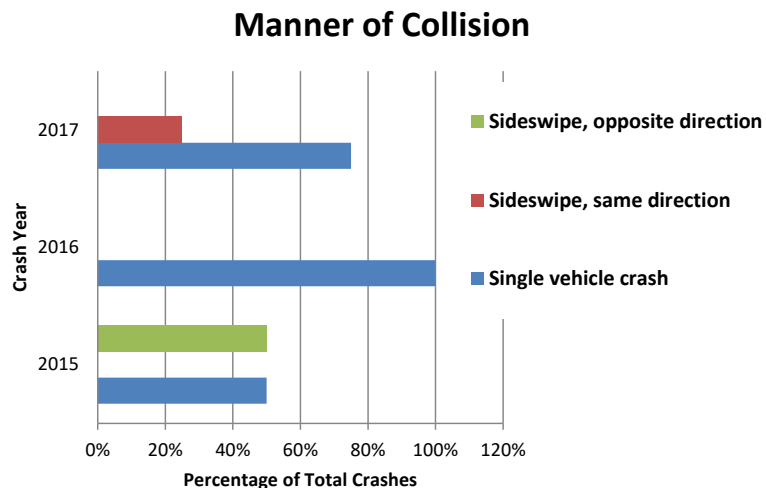
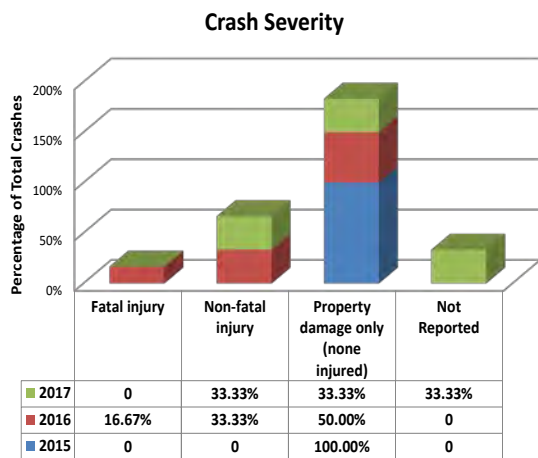
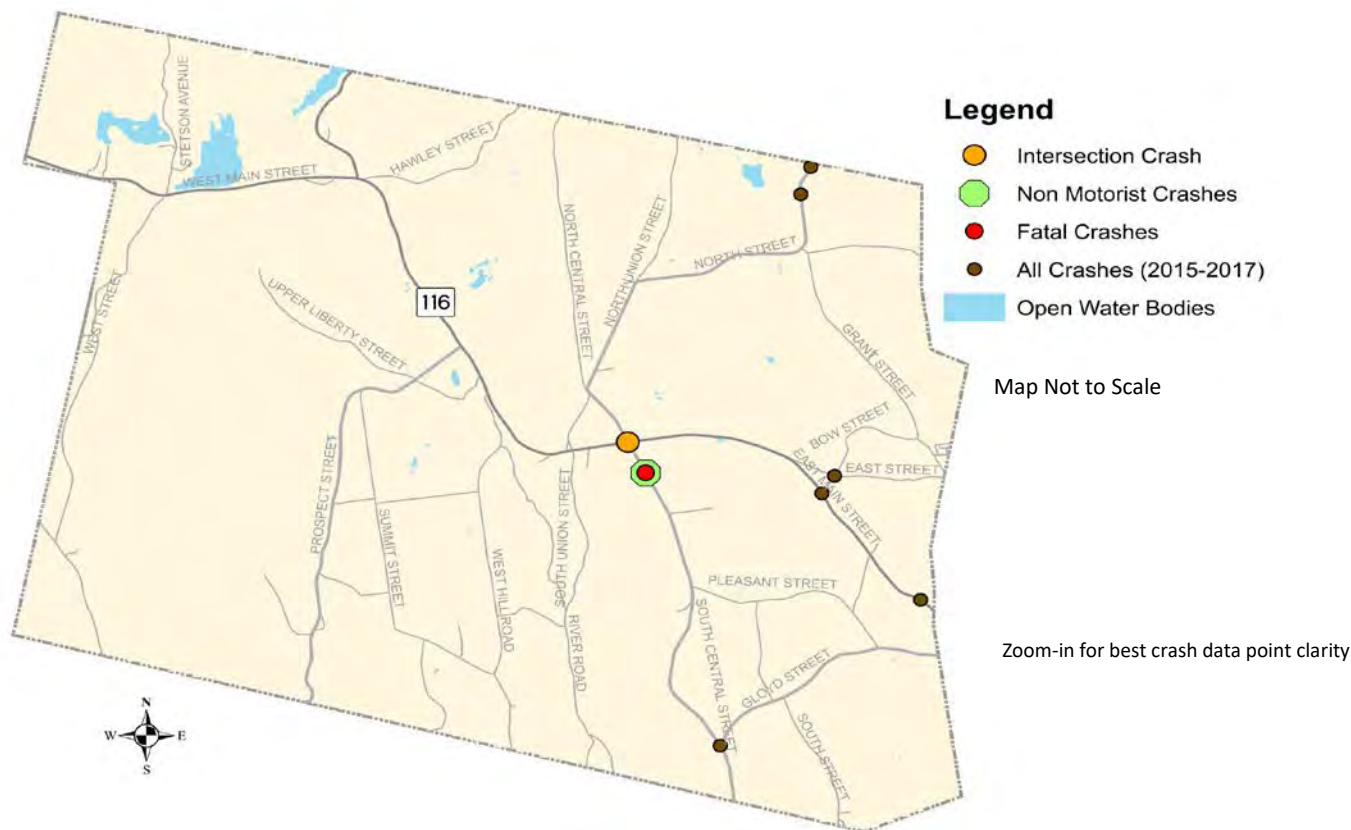
■ 2015 ■ 2016 ■ 2017



Location of Crashes

■ Not at junction ■ T-intersection ■ Four-way intersection





ANNUAL CRASHES

2015 – 2

2016 – 6

2017 – 3

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 5.55

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 1

INTERSECTION CRASH

The only intersection crash reported in Plainfield during the analysis period occurred at the intersection of:

Main Street (Route 116), East Main Street (Route 116), South Central Street, and North Central Street

The crash occurred between two motor vehicles in the afternoon on 25th January 2015 and resulted in property damage only

The location of the crash is depicted on the adjacent map along with the locations of all other crashes.

KEY FINDINGS

- A total of 11 crashes were recorded in Plainfield between 2015 and 2017.
- A fatal crash involving a pedestrian was recorded in the year 2017 in the Town.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Speeding was the top contributing factor amongst driver contribution codes for the crashes that occurred in Plainfield.

FIRST HARMFUL EVENT SUMMARY

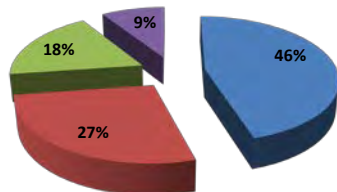
Collision with animal - deer	2
Collision with motor vehicle in traffic	2
Collision with tree	2
Collision with guardrail	1
Collision with other light pole or other post/support	1
Collision with pedestrian	1
Collision with utility pole	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

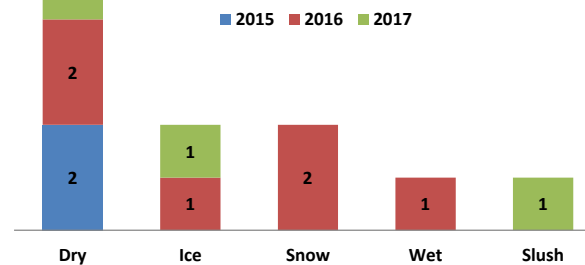
Exceeded authorized speed limit	4
Made an improper turn	3
No improper driving	3
Operating vehicle in erratic, careless, negligent or aggressive manner	2
Driving too fast for conditions	1
Inattention	1
Over-correcting/over-steering	1
Swerving or avoiding due to wind, object, non-motorist in roadway, etc.	1

Roadway Classification

- Urban minor arterial or rural major collector
- Not Reported
- Urban collector or rural minor collector
- Local

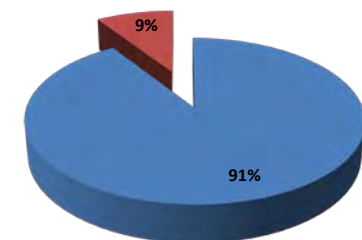


Roadway Surface



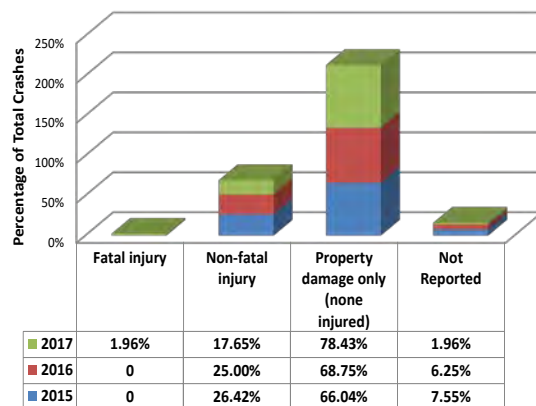
Location of Crashes

- Not at junction
- Four-way intersection

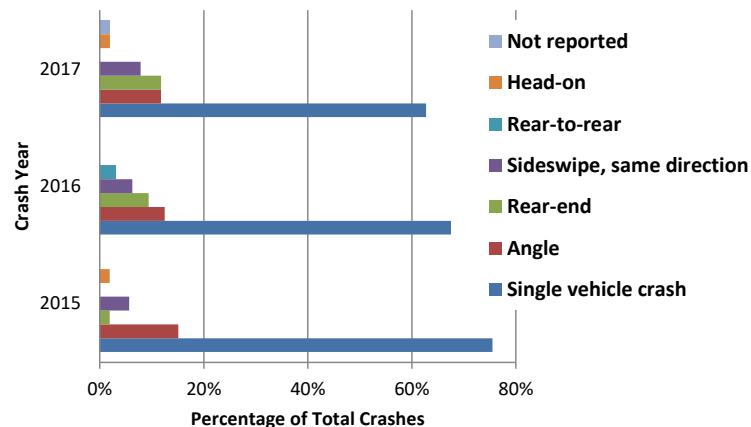




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 53

2016 – 32

2017 – 51

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 25.29

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 5

TOP CRASH INTERSECTIONS

1. Westfield Road (Route 20) and Blandford Stage Road (Crashes 4, EPDO* 24)
2. Westfield Road (Route 20) and Blandford Road (Route 23) (Crashes 2, EPDO* 22)
3. Huntington Road (Route 20) and Rocky Brook Road (Crashes 1, EPDO* 21)
4. Blandford Road (Route 23) and General Knox Road (Crashes 1, EPDO* 21)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 5 non-motorist crashes were recorded in Russell between 2015 and 2017, two of those resulted in incapacitating injuries.
- A fatal crash was reported to have occurred in the Town on March 8, 2017 at 7:30 pm. MassDOT data does not include detailed information about the manner of collision or details for this crash.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

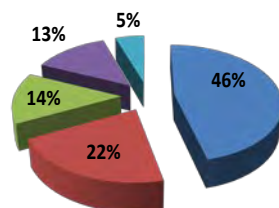
Collision with guardrail or median barrier	49
Collision with motor vehicle in traffic	34
Collision with animal	9
Collision with tree	8
Collision with curb	5
Collision with ditch or embankment	5
Collision with non-motorist	5
Collision with parked motor vehicle	4
Collision with other light pole or other post/support	3
Collision with other movable object	3
Overturn/rollover	3
Unknown non-collision	3
Collision with other	2
Collision with utility pole	2
Collision with bridge	1
Collision with railway vehicle (e.g., train, engine)	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	61
Driving too fast for conditions	31
Inattention	13
Other improper action	10
Failure to keep in proper lane or running off road	8
Unknown	8
Operating vehicle in erratic, careless, negligent or aggressive manner	7
Physical impairment	7
Exceeded authorized speed limit	6
Over-correcting/over-steering	6
Distracted	4
Failed to yield right of way	4
Fatigued/asleep	3
Visibility obstructed	2
Wrong side or wrong way	2

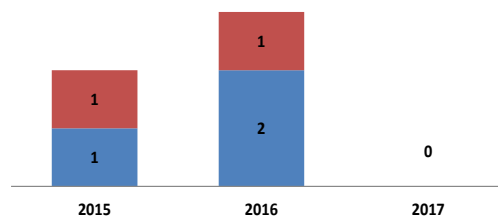
Roadway Classification

- Interstate
- Not Reported
- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Local



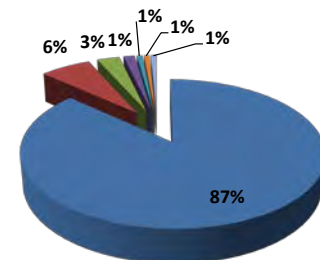
Non-motorist Crashes by Type and Year

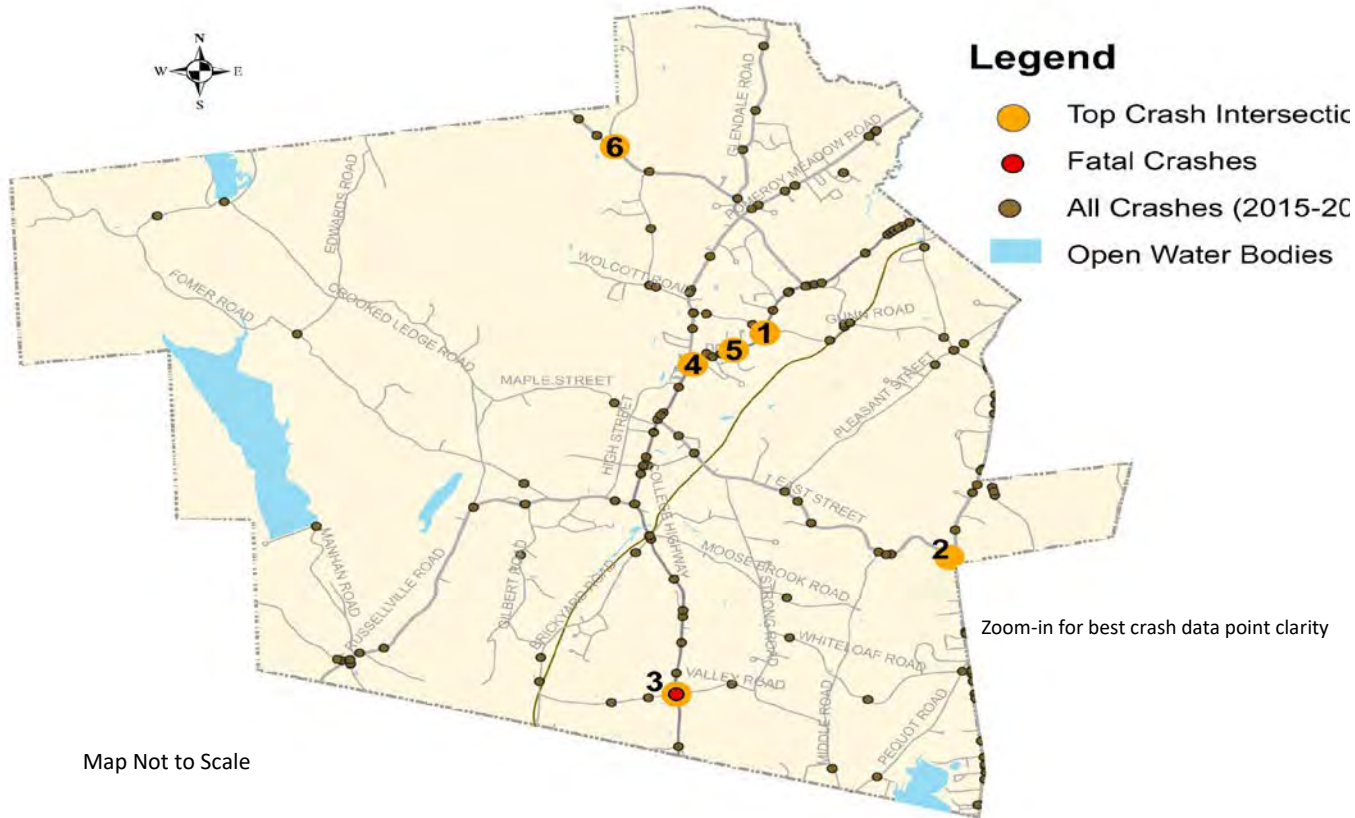
- Pedestrian
- Other (skater, wheelchair, pedalcar, etc.)



Location of Crashes

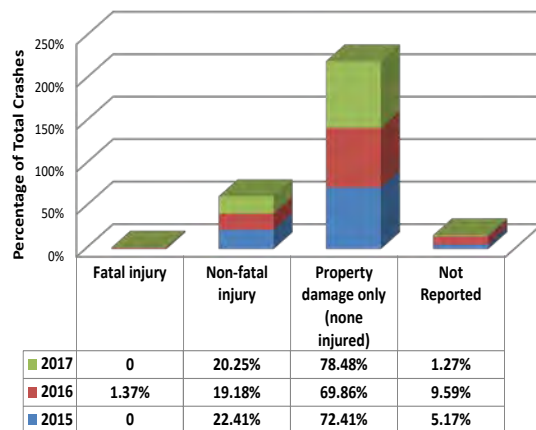
- Not at junction
- Driveway
- Four-way intersection
- Y-intersection
- T-intersection
- Not reported
- Railway grade crossing



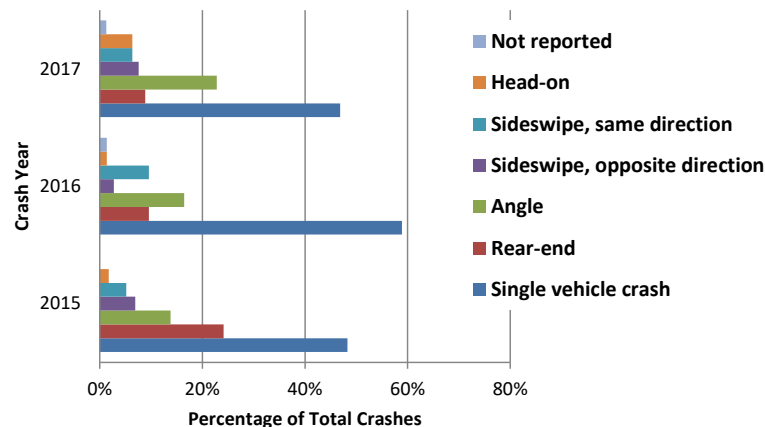


Map Not to Scale

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 58

2016 – 73

2017 – 79

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 11.34

TOTAL FATAL CRASHES - 1

TOTAL NON- MOTORIST CRASHES - 0

TOP CRASH INTERSECTIONS

1. College Highway (Route 10), Gunn Road, and Gunn Road Extension
(Crashes 7, EPDO* 67)
2. County Road, County Road South, East Street, and Southamptton Road
(Crashes 4, EPDO* 44)
3. College Highway (Route 10) and Valley Road
(Crashes 4, EPDO* 44)
4. College Highway (Route 10) and Pomeroy Meadow Road
(Crashes 3, EPDO* 43)
5. College Highway (Route 10), Lynn Drive, and Country Gardens
(Crashes 3, EPDO* 23)
6. Cold Spring Road and Lead Mine Road
(Crashes 3, EPDO* 23)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 210 crashes were recorded in Southampton between 2015 and 2017.
- A fatal crash was reported in the Town on June 17, 2016 in the morning when two motor vehicles collided at an angle at the intersection of Route 10 and South Street.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.

FIRST HARMFUL EVENT SUMMARY

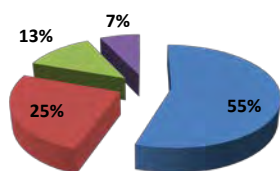
Collision with motor vehicle in traffic	87
Collision with animal	22
Collision with tree	17
Collision with utility pole	14
Collision with parked motor vehicle	11
Collision with unknown fixed object	11
Collision with other light pole or other post/support	10
Collision with guardrail	8
Collision with ditch	6
Collision with curb	5
Collision with other	5
Collision with embankment	4
Overturn/rollover	4
Collision with bridge	2
Collision with other movable object	2
Collision with bridge overhead structure	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

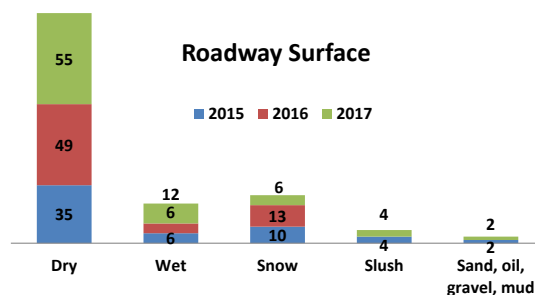
No improper driving	150
Unknown	39
Distracted or inattention	38
Failed to yield right of way	24
Driving too fast for conditions	14
Made an improper turn	12
Operating vehicle in erratic, careless, negligent or aggressive manner	9
Swerving or avoiding due to wind, object, non-motorist, etc.	9
Exceeded authorized speed limit	6
Failure to keep in proper lane or running off road	6
Other improper action	5
Glare	4
Over-correcting/over-steering	4
Wrong side or wrong way	4
Physical impairment	3
Fatigued/asleep	2
Followed too closely	2
Illness	2
Visibility obstructed	2

Roadway Classification

- Urban minor arterial or rural major collector
- Local
- Urban collector or rural minor collector
- Not Reported

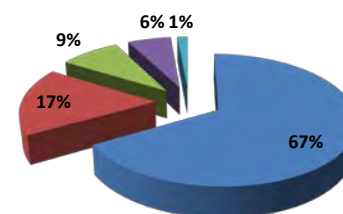


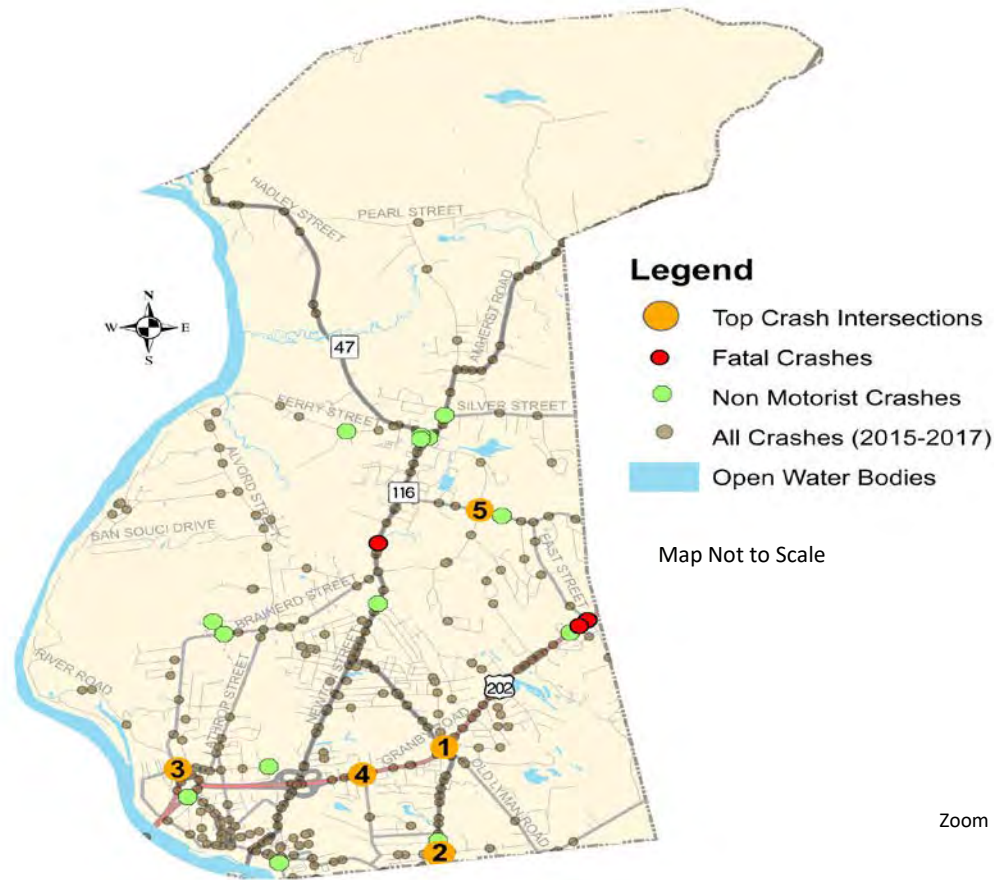
Roadway Surface



Location of Crashes

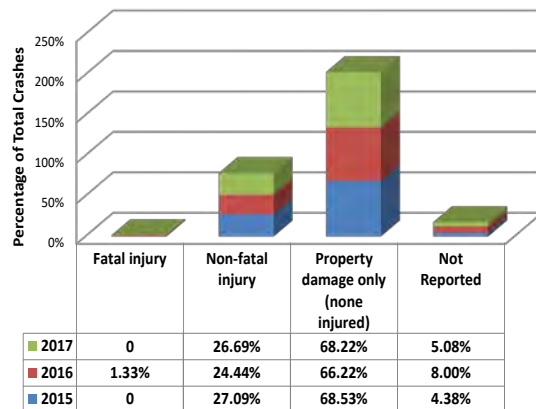
- Not at junction
- T-intersection
- Four-way intersection
- Driveway
- Y-intersection



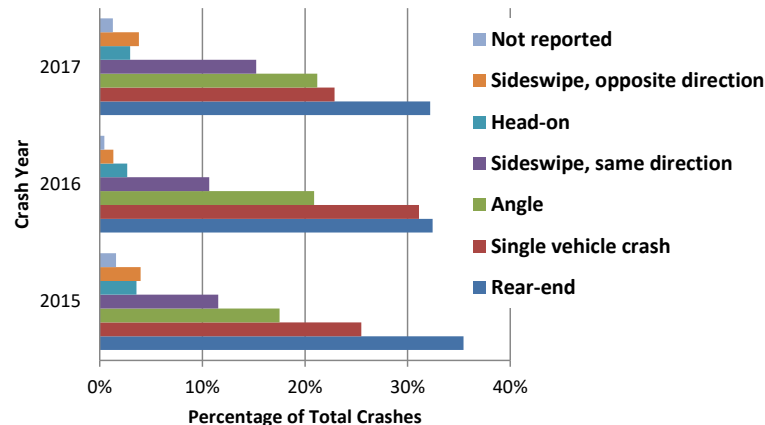


Zoom in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 251

2016 – 225

2017 – 236

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 13.46

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 18

TOP CRASH INTERSECTIONS

1. Granby Road (Route 202), Lyman Street (Route 33), and Willimanset Street (Route 33)
(Crashes 68, EPDO* 196)
Location Ranked 97th the in Regional Top 100
2. Memorial Drive (Route 33) and Abbey Street
(Crashes 32, EPDO* 112)
3. North Main Street and West Summit Street
(Crashes 26, EPDO* 106)
4. Granby Road (Route 202) and Hillside Avenue
(Crashes 21, EPDO* 85)
5. Morgan Street, Mosier Street, and Park Street
(Crashes 20, EPDO* 68)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- A total of 18 non-motorist crashes were recorded in South Hadley between 2015 and 2017, one of those resulted in the fatality of a pedestrian.
- Two additional fatal crashes were recorded in South Hadley in 2016, one was a head-on collision between two motor vehicles and the other was a single vehicle crash with a curb.
- The majority of crashes in South Hadley were rear-end collisions.

FIRST HARMFUL EVENT SUMMARY

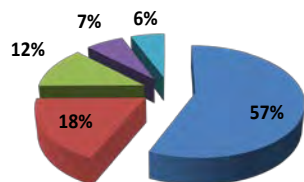
Collision with motor vehicle in traffic	430
Collision with parked motor vehicle	84
Collision with utility pole	46
Collision with animal	27
Collision with unknown fixed object	21
Collision with curb	18
Collision with guardrail or median barrier	15
Collision with other light pole or other post/support	13
Collision with tree	12
Collision with pedestrian	10
Collision with other	9
Collision with other movable object	8
Collision with cyclist	8
Collision with ditch or embankment	7
Other non-collision	3
Overturn/rollover	1
Unknown	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	585
Distracted or inattention	279
Operating vehicle in erratic, careless, negligent or aggressive manner	89
Failed to yield right of way	79
Unknown	72
Followed too closely	67
Driving too fast for conditions or exceeded speed limit	42
Failure to keep in proper lane or running off road	36
Other improper action	19
Swerving or avoiding due to wind, object, non-motorist, etc.	19
Visibility obstructed	18
Made an improper turn	12
Disregarded traffic signs, signals, road markings	10
Fatigued/asleep	8
Glare	8
Emotional or illness	7
Wrong side or wrong way	6
Operating defective equipment	2
Over-correcting/over-steering	2

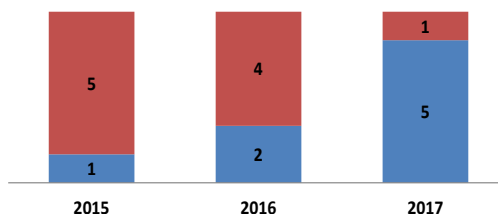
Roadway Classification

- Rural minor arterial or urban principal arterial
- Local
- Urban collector or rural minor collector
- Urban minor arterial or rural major collector
- Not Reported



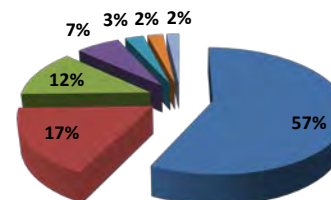
Non-motorist Crashes by Type and Year

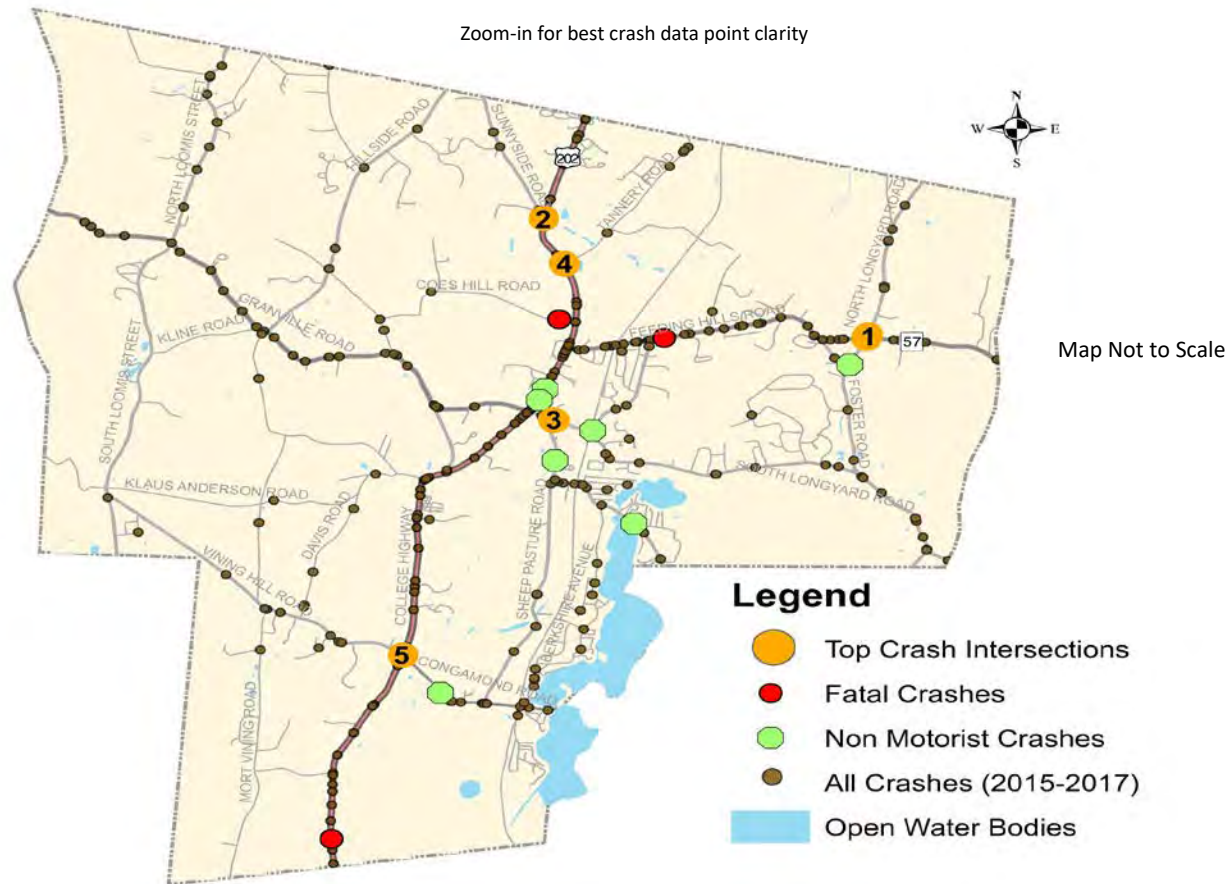
- Cyclist
- Pedestrian



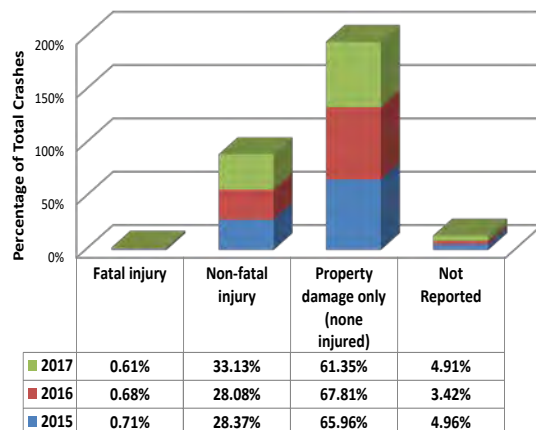
Location of Crashes

- Not at junction
- T-intersection
- Driveway
- Off-ramp
- Four-way intersection
- Traffic circle
- On-ramp

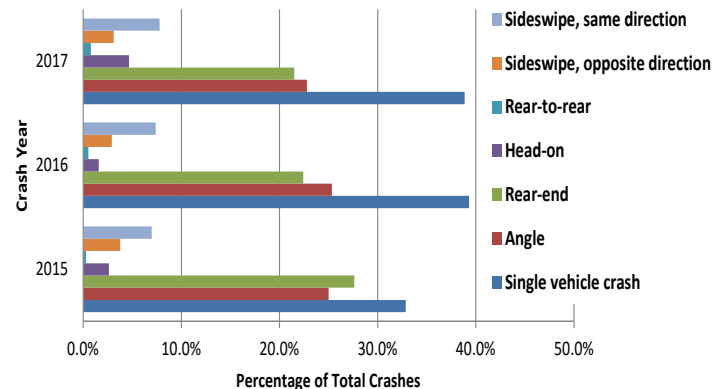




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 141

2016 – 146

2017 – 163

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 15.40

TOTAL FATAL CRASHES - 3

TOTAL NON- MOTORIST CRASHES - 8

TOP CRASH INTERSECTIONS

- Feeding Hills Road (Route 57), North Longyard Road, and Foster Road (Crashes 8, EPDO* 88)
- College Highway (Route 202 and Route 10) and Sunnyside Road (Crashes 11, EPDO* 71)
- Depot Street and Sheep Pasture Road (Crashes 8, EPDO* 68)
- College Highway (Route 202 and Route 10) and Tannery Road (Crashes 7, EPDO* 67)
- College Highway (Route 202 and Route 10), Congamond Road (Route 168), and Vining Hill Road (Crashes 6, EPDO* 66)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 8 non-motorist crashes were recorded in Southwick between 2015 and 2017.
- One fatal crash was recorded each year of the analysis period in Southwick.
- The majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- More than 8% of crashes in the Town occurred when motor vehicles collided with utility poles.

FIRST HARMFUL EVENT SUMMARY

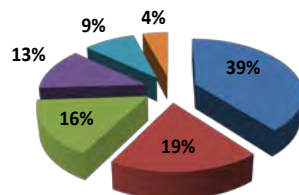
Collision with motor vehicle in traffic	241
Collision with utility pole	37
Collision with parked motor vehicle	28
Collision with animal	26
Collision with tree	25
Collision with guardrail	19
Collision with unknown fixed object	14
Collision with other movable object	9
Collision with other	8
Collision with other light pole or other post/support	8
Collision with non-motorist	8
Collision with ditch	7
Overturn/rollover	6
Collision with curb	4
Unknown	4
Collision with embankment	3

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

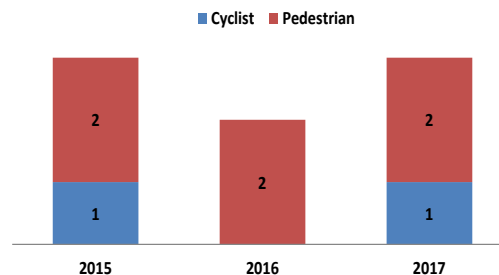
No improper driving	411
Unknown	92
Failure to keep in proper lane or running off road	55
Distracted or inattention	51
Failed to yield right of way	46
Operating vehicle in erratic, careless, negligent or aggressive manner	36
Driving too fast for conditions or exceeded speed limit	26
Followed too closely	23
Other improper action	18
Emotional or illness	11
Wrong side or wrong way	10
Fatigued/asleep	9
Glare	8
Visibility obstructed	7
Made an improper turn	6
Over-correcting/over-steering	6
Swerving or avoiding due to wind, object, non-motorist, etc.	6
Disregarded traffic signs, signals, road markings	2
Operating defective equipment	1

Roadway Classification

- Rural or urban principal arterial
- Rural minor arterial or urban principal arterial
- Urban collector or rural minor collector
- Urban minor arterial or rural major collector
- Local
- Not Reported

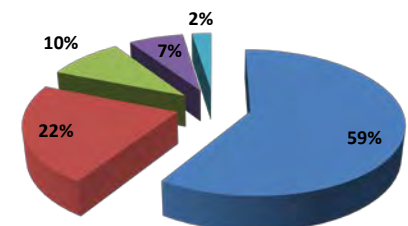


Non-motorist Crashes by Type and Year



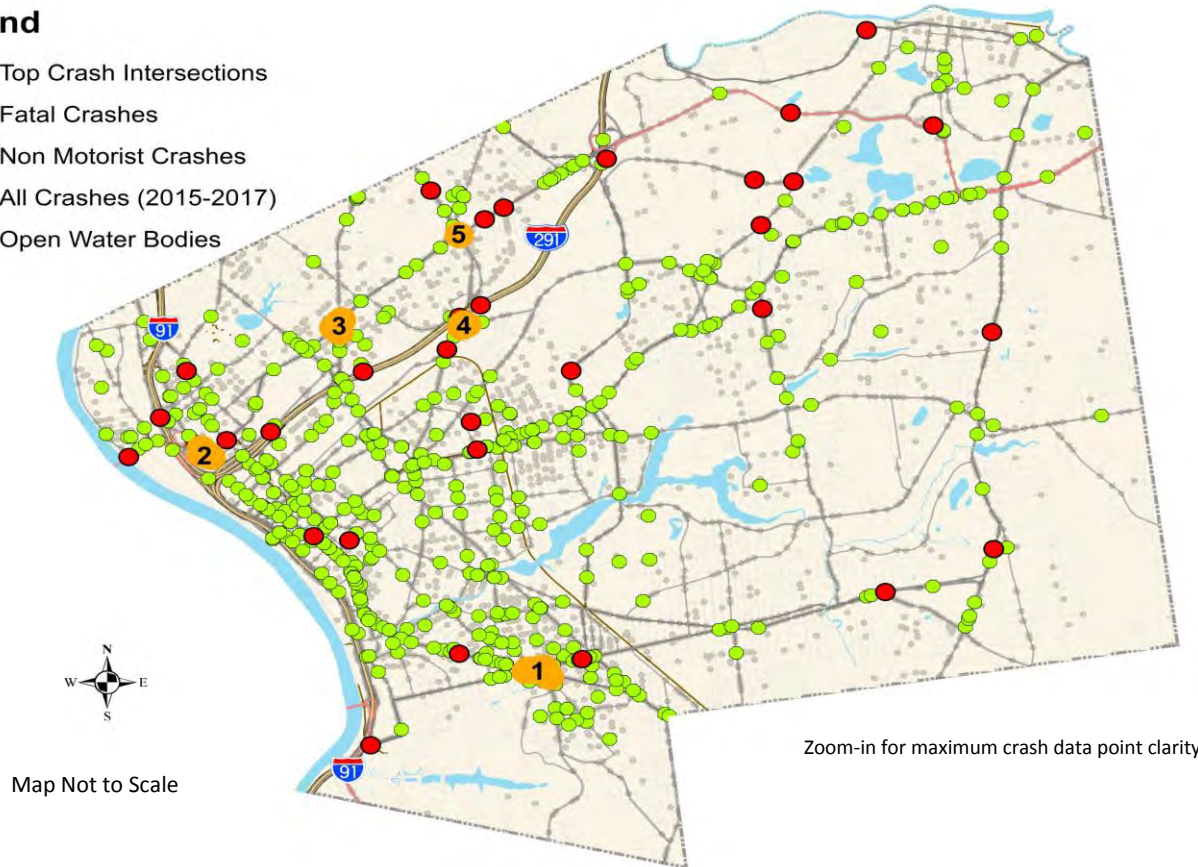
Location of Crashes

- Not at junction
- Driveway
- Y-intersection
- T-intersection
- Four-way intersection

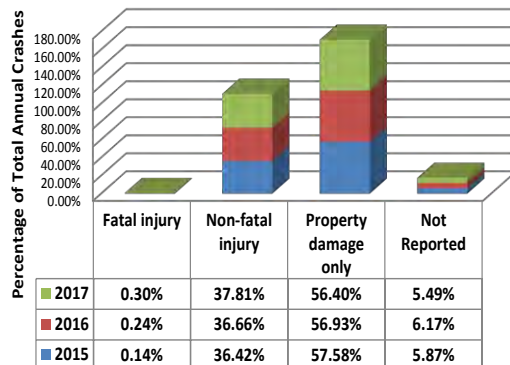


Legend

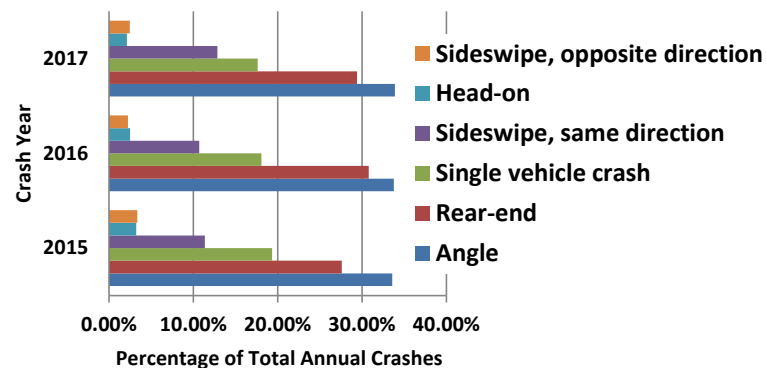
- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies



Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 4,347 2016 – 4,664 2017 – 4,716

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 29.79

TOTAL FATAL CRASHES - 31

TOTAL NON- MOTORIST CRASHES - 619

TOP CRASH INTERSECTIONS

1. Belmont Avenue (Route 83), Sumner Avenue (Route 83), Dickinson Street, Commonwealth Avenue, Lenox Street, Trenton Street, and Ventura Street
(Crashes 88, EPDO* 668)
Location Ranked 1st the in Regional Top 100

2. Plainfield Street (Route 20A), Main Street (Route 116), Carew Street (Route 20A), Church Street, and Saint George Road
(Crashes 54, EPDO* 614)
Location Ranked 2nd the in Regional Top 100

3. Carew Street (Route 20A), Liberty Street, Banbury Street, Grover Street, Kendall Street, Libcar Street, Penacook Street, and Stockman Street
(Crashes 50, EPDO* 490)
Location Ranked 5th the in Regional Top 100

4. Saint James Avenue, Tapley Street, and Martone Place
(Crashes 44, EPDO* 484)
Location Ranked 6th the in Regional Top 100

5. Saint James Avenue and Saint James Boulevard (Route 20A)
(Crashes 40, EPDO* 460)
Location Ranked 8th the in Regional Top 100

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- More than 4% of the total reported crashes in Springfield (619) were non-motorist crashes, eleven of those resulted in fatalities of pedestrians.
- Every year during the analysis period reported fatal crashes increased in number. (2015 – 6, 2016 – 11, 2017 – 14)
- Almost eleven percent of crashes involved collisions with parked motor vehicles.
- Nearly half of all the reported crashes were non intersection collisions.

FIRST HARMFUL EVENT SUMMARY

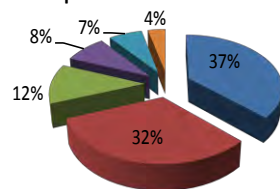
Collision with motor vehicle in traffic	9,619
Collision with parked motor vehicle	1,490
Collision with non-motorist	614
Collision with utility pole or other post/support	469
Collision with curb	388
Collision with guardrail or median barrier	348
Collision with unknown fixed object	315
Collision with tree	174
Collision with other	106
Collision with other movable object	73
Collision with animal	26
Collision with embankment	20
Overturn/rollover	19
Collision with moped	15
Collision with bridge	13
Collision with ditch	12
Collision with work zone maintenance equipment	11

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

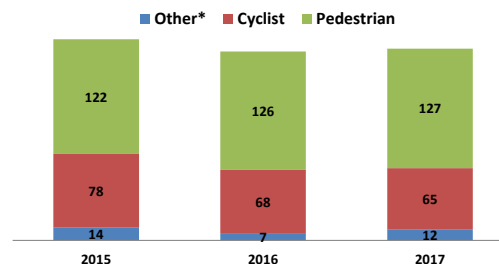
No improper driving	11,426
Not Reported	3,659
Inattention or distracted	3,124
Failed to yield right of way	2,186
Driving too fast for conditions	717
Failure to keep in proper lane or running off road	685
Followed too closely	566
Other improper action	541
Disregarded traffic signs, signals, road markings	505
Operating vehicle in erratic, careless, negligent or aggressive manner	380
Swerving or avoiding due to wind, vehicle, object, non-motorist, etc.	273
Physical impairment, illness or emotional	245
Made an improper turn	240
Visibility obstructed	158
Fatigued/asleep	116
Over-correcting/over-steering	113
Operating defective equipment	103
Glare	88
Wrong side or wrong way	75

Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Local
- Urban collector or rural minor collector
- Interstate
- Not Reported



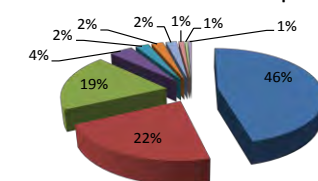
Non-motorist Crashes by Type and Year

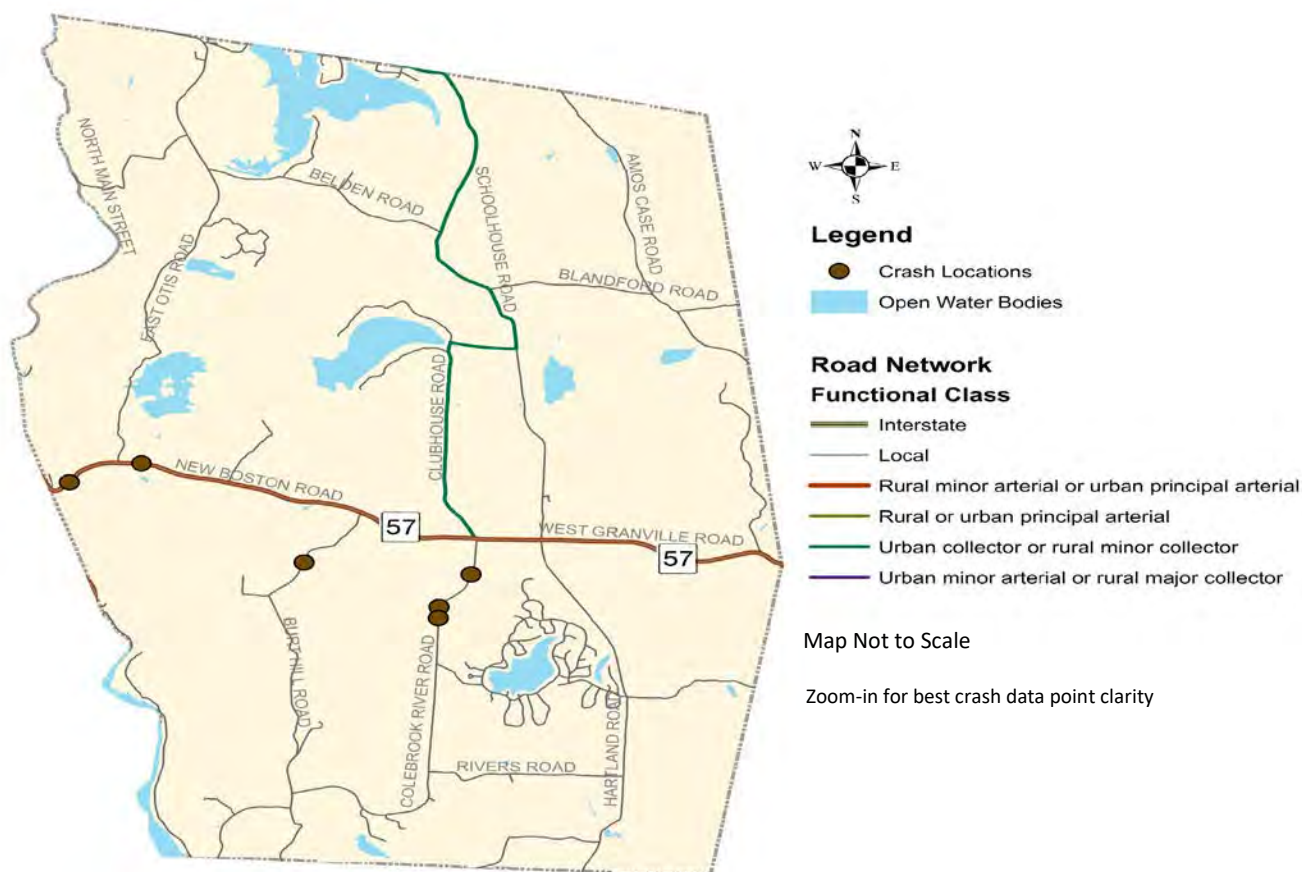


* Skater, wheelchair, unicycle, tricycle

Location of Crashes

- Not at junction
- T-intersection
- Y-intersection
- On-ramp
- Traffic circle
- Four-way intersection
- Driveway
- Off-ramp
- Five-point or more
- Not Reported





ANNUAL CRASHES

2015 – 3

2016 – 2

2017 – 2

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 4.6

TOTAL FATAL CRASHES - 0

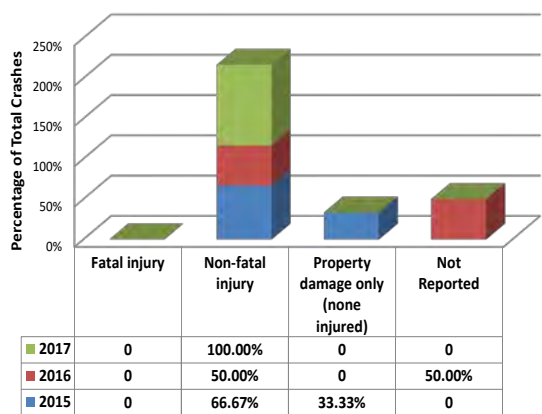
TOTAL NON- MOTORIST CRASHES - 0

CRASHES

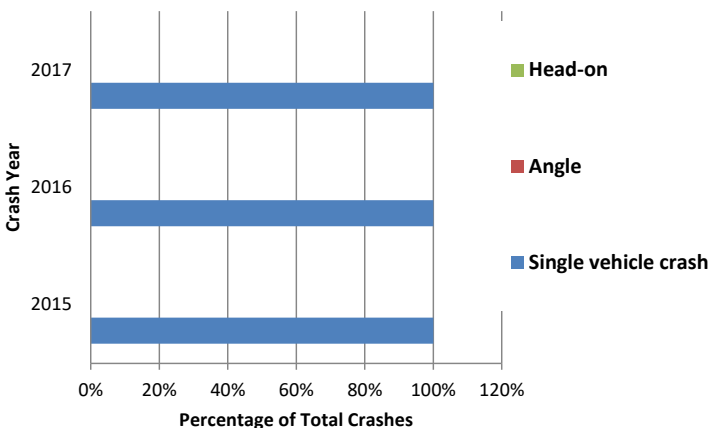
A total of seven crashes were reported in the Town of Tolland between 2015 and 2017. One of those crashes could not be located on map because of insufficient geographic information. It was reported as an injury crash along Colebrook River Road in 2017

The remaining six crashes have been depicted on the adjacent map

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 7 crashes were recorded in Tolland between 2015 and 2017.
- All crashes were single vehicle collisions, five of those resulted in non-fatal injuries.
- All seven crashes occurred at non junction locations and five of them occurred along local roads.

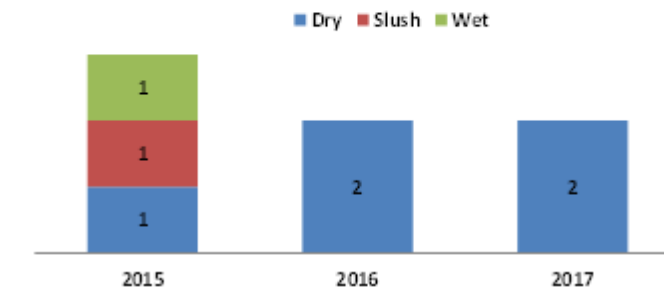
FIRST HARMFUL EVENT SUMMARY

Collision with tree	2
Collision with ditch	1
Collision with embankment	1
Collision with other light pole or other post/support	1
Collision with utility pole	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

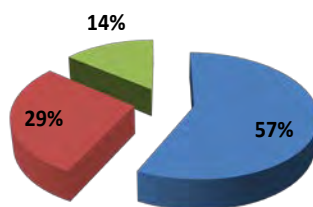
Exceeded authorized speed limit	2
Unknown	2
Driving too fast for conditions	1
Fatigued/asleep	1
Physical impairment	1

Roadway Surface



Roadway Classification

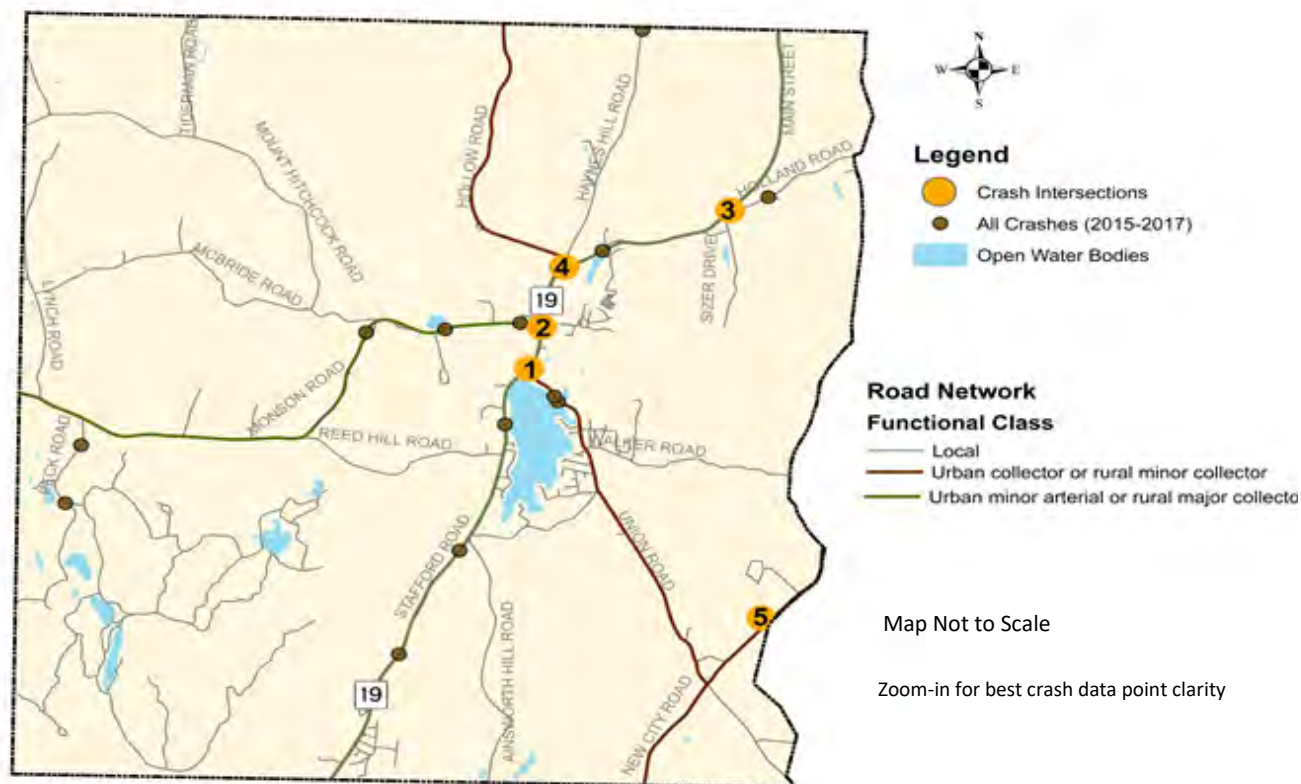
- Local
- Rural minor arterial or urban principal arterial
- Not Reported



Location of Crashes

- Not at junction





ANNUAL CRASHES

2015 – 8

2016 – 9

2017 – 6

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 4.09

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

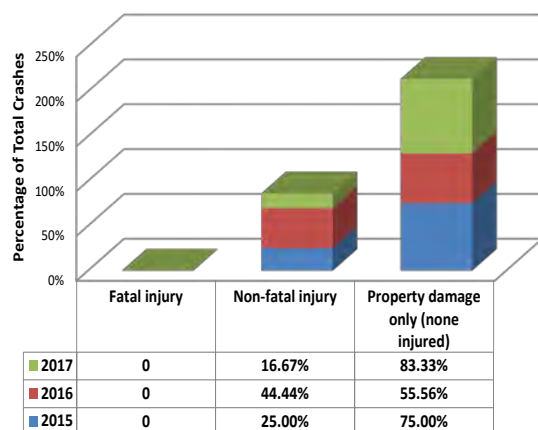
CRASH INTERSECTIONS

Crashes were reported at five intersections in Wales. These intersections are depicted on the adjacent map and are listed below:

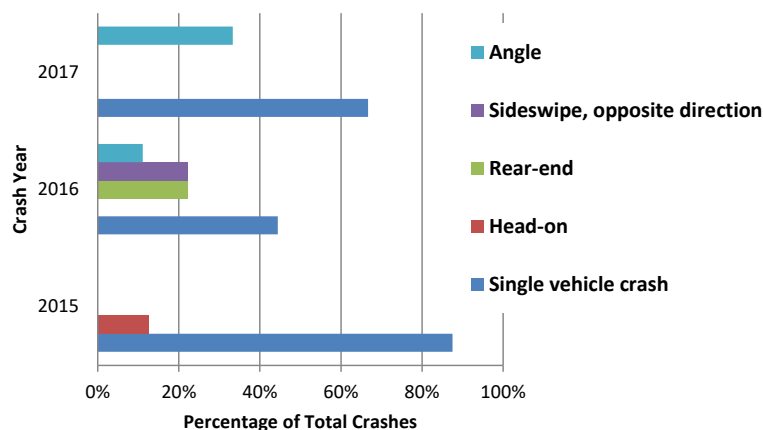
1. Main Street (Route 19), Stafford Road (Route 19), and Union Road (Crashes 2, EPDO* 22)
2. Main Street (Route 19) and Monson Road (Crashes 1, EPDO* 21)
3. Main Street (Route 19) and Holland Road (Crashes 1, EPDO* 21)
4. Main Street (Route 19) and Hollow Road (Crashes 1, EPDO* 1)
5. Stafford Holland Road and Old County Road (Crashes 1, EPDO* 1)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

Crash Severity



Manner of Collision



KEY FINDINGS

- A total of 23 crashes were recorded in Wales between 2015 and 2017.
- A majority of crashes were single vehicle collisions which resulted in property damage only.
- A total of seven crashes resulted in a non-fatal injury.
- The majority of crashes occurred along dry pavement along rural major collectors.

FIRST HARMFUL EVENT SUMMARY

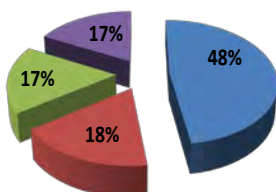
Collision with motor vehicle in traffic	9
Collision with other	3
Collision with utility pole	3
Collision with ditch	2
Collision with other light pole or other post/support	2
Collision with tree	2
Collision with animal - deer	1
Collision with guardrail	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	9
Distracted	3
Driving too fast for conditions	2
Exceeded authorized speed limit	2
Failed to yield right of way	2
Fatigued/asleep	2
Swerving or avoiding due to wind, object, non-motorist, etc.	2
Disregarded traffic signs, signals, road markings	1
Illness	1
Inattention	1
Other improper action	1
Over-correcting/over-steering	1
Physical impairment	1
Unknown	1

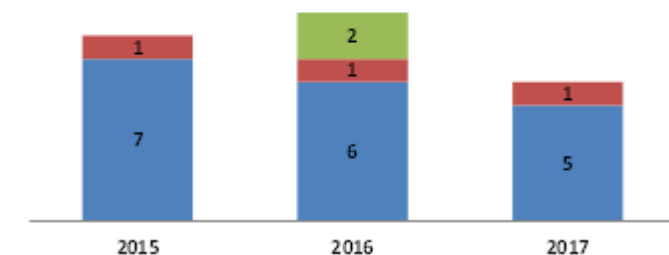
Roadway Classification

- Urban minor arterial or rural major collector
- Not Reported
- Local
- Urban collector or rural minor collector



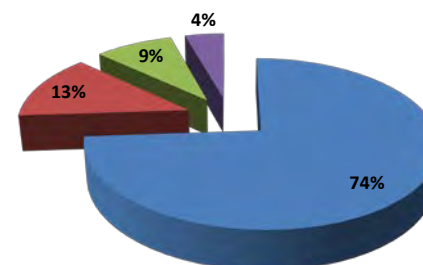
Roadway Surface

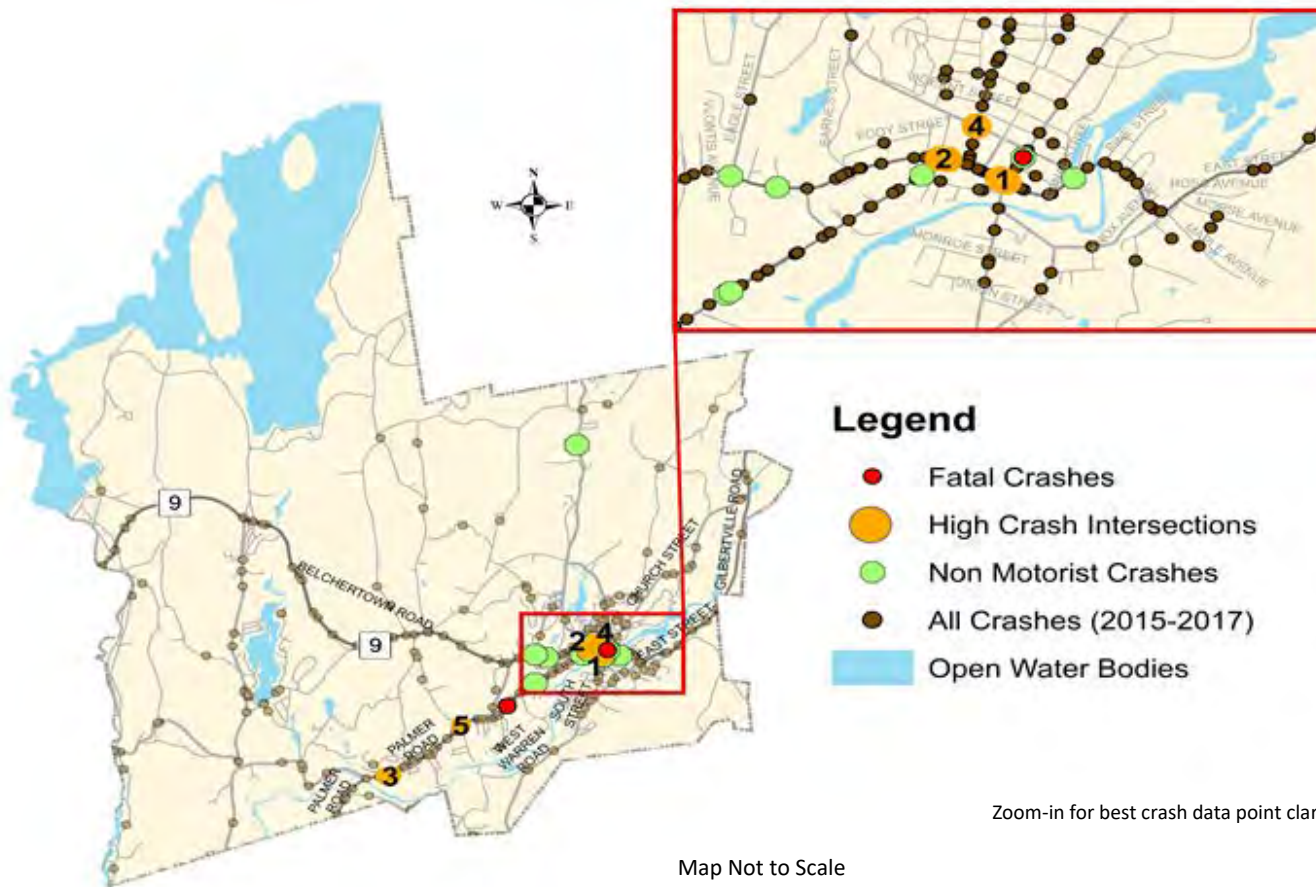
- Dry
- Snow
- Wet



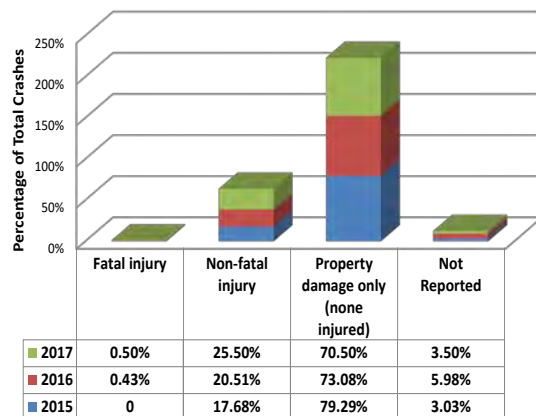
Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Y-intersection

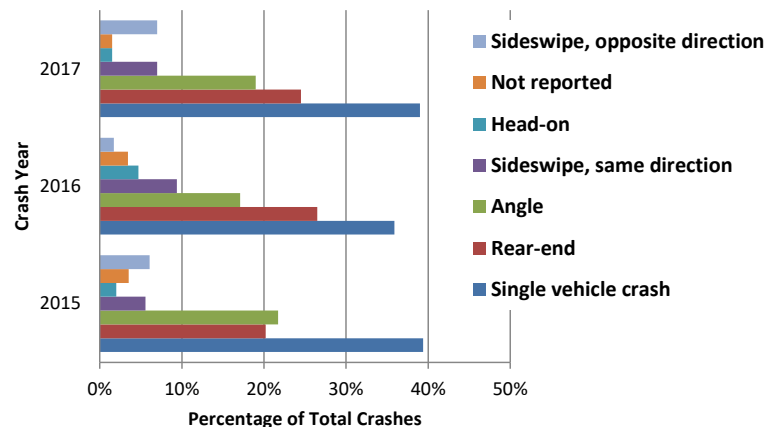




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 198

2016 – 234

2017 – 200

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 21.69

TOTAL FATAL CRASHES - 2

TOTAL NON- MOTORIST CRASHES - 15

TOP CRASH INTERSECTIONS

1. East Main Street (Route 9 and 32), South Street, and Church Street (Crashes 17, EPDO* 97)
2. Main Street (Route 9), West Street (Route 32), and Parker Street (Crashes 9, EPDO* 69)
3. Palmer Road (Route 32), Juniper Hill Road, and Shopping Center Driveway (Crashes 15, EPDO* 55)
4. Pleasant Street and North Street (Crashes 10, EPDO* 50)
5. Palmer Road (Route 32), Anderson Road, and Malboeuf Road (Crashes 6, EPDO* 46)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 15 non-motorist crashes were recorded in Ware between 2015 and 2017, one of which resulted in a fatality of a pedestrian.
- Two fatal crashes were reported in the Town during the analysis period.
- The majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Around 32% of crashes lacked information about roadway classification and driver contribution codes.

FIRST HARMFUL EVENT SUMMARY

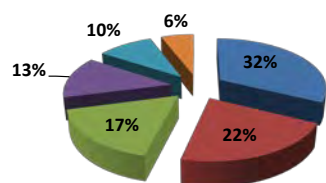
Collision with motor vehicle in traffic	305
Collision with parked motor vehicle	73
Collision with animal	43
Collision with other light pole or utility pole	38
Collision with ditch or embankment	37
Collision with unknown fixed object	30
Collision with tree	24
Collision with guardrail	23
Collision with curb	11
Collision with other	10
Collision with other movable object	8
Collision with cyclist	8
Collision with pedestrian	6
Other non-collision	4
Overturn/rollover	3
Unknown	3
Collision with bridge	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	521
Unknown	156
Distracted or inattention	98
Operating vehicle in erratic, negligent or aggressive manner	46
Failed to yield right of way	37
Followed too closely	20
Failure to keep in proper lane or running off road	19
Fatigued/asleep	17
Physical impairment	17
Over-correcting/over-steering	14
Swerving or avoiding due to wind, object, non-motorist, etc.	13
Driving too fast for conditions or exceeded speed limit	12
Operating defective equipment	9
Other improper action	9
Emotional or illness	8
Made an improper turn	8
Visibility obstructed	8
Disregarded traffic signs, signals, road markings	7
Glare	7

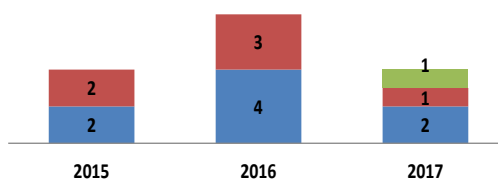
Roadway Classification

- Not Reported
- Rural minor arterial or urban principal arterial
- Rural or urban principal arterial
- Local
- Urban collector or rural minor collector
- Urban minor arterial or rural major collector



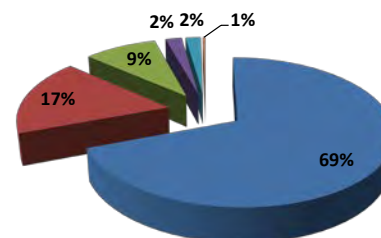
Non-Motorist Crashes by Type and Year

- Other (Skater, wheelchair, pedalcab, etc.)
- Pedestrian
- Cyclist



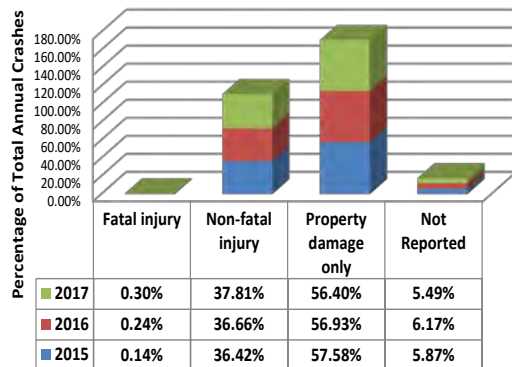
Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- T-intersection
- Driveway
- Unknown

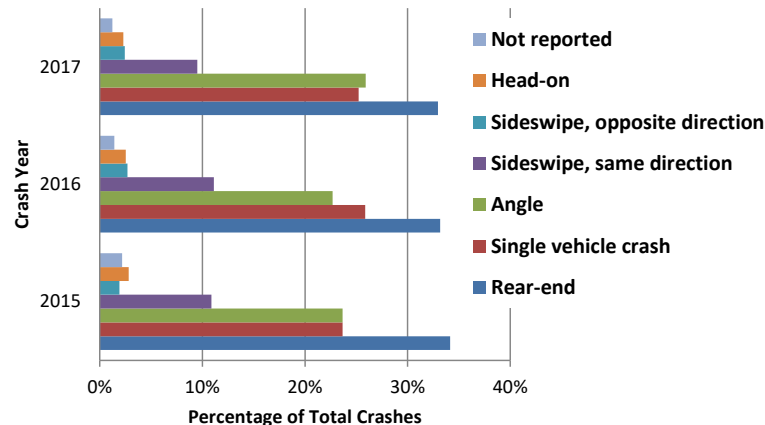




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 782

2016 – 630

2017 – 737

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 25.12

TOTAL FATAL CRASHES - 7

TOTAL NON- MOTORIST CRASHES - 56

TOP CRASH INTERSECTIONS

1. Riverdale Street (Route 5), Morgan Road, and Dagget Drive
(Crashes 50, EPDO* 310)

Location Ranked 25th the in Regional Top 100

2. Riverdale Street (Route 5), Ashley Avenue, and Red Roof Inn Development Approach Road
(Crashes 15, EPDO* 175)

3. Morgan Road and Piper Cross Road
(Crashes 11, EPDO* 171)

4. Westfield Street (Route 20), Chestnut Street, and Second Street
(Crashes 22, EPDO* 162)

5. Park Avenue and Union Street
(Crashes 21, EPDO* 161)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- More than 2.6% of the total reported crashes in West Springfield (56) were non-motorist crashes, three of those resulted in incapacitating injuries to two pedestrians and a cyclist.
- More than 7% of the total crashes occurred when motor vehicles collided with guardrails or median barriers majority of times along Interstates.
- More than 6% of total reported crashes involved collisions with parked motor vehicles.

FIRST HARMFUL EVENT SUMMARY

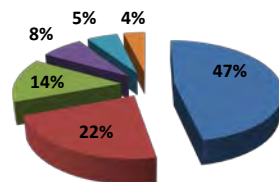
Collision with motor vehicle in traffic	1496
Collision with guardrail or median barrier	151
Collision with parked motor vehicle	126
Collision with other light pole or utility pole	87
Collision with non-motorist	56
Collision with curb	52
Collision with ditch or embankment	31
Collision with tree	26
Collision with bridge	22
Collision with unknown fixed object	22
Collision with animal - deer	21
Collision with other	20
Collision with other movable object	17
Overturn/rollover	10
Not reported	4
Other non-collision	4
Collision with railway vehicle (e.g., train, engine)	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	2009
Unknown	671
Distracted or inattention	305
Other improper action	188
Driving too fast for conditions or exceeded speed limit	153
Failed to yield right of way	119
Operating vehicle in erratic, careless, negligent or aggressive manner	109
Followed too closely	79
Swerving or avoiding due to wind, object, non-motorist, etc.	42
Illness	38
Made an improper turn	37
Failure to keep in proper lane or running off road	35
Disregarded traffic signs, signals, road markings	24
Fatigued/asleep	23
Visibility obstructed	22
Over-correcting/over-steering	16
Glare	15
Wrong side or wrong way	7
Operating defective equipment	2

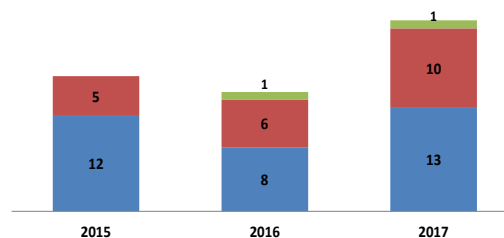
Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Interstate
- Local
- Urban collector or rural minor collector
- Not Reported



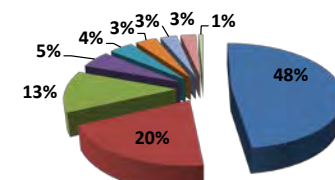
Non-motorist Crashes by Type and Year

- Pedestrian
- Cyclist
- Other (skater, wheelchair, pedalcar, etc.)



Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Off-ramp
- Traffic circle
- Y-intersection
- Driveway
- On-ramp
- Unknown



Legend

- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies



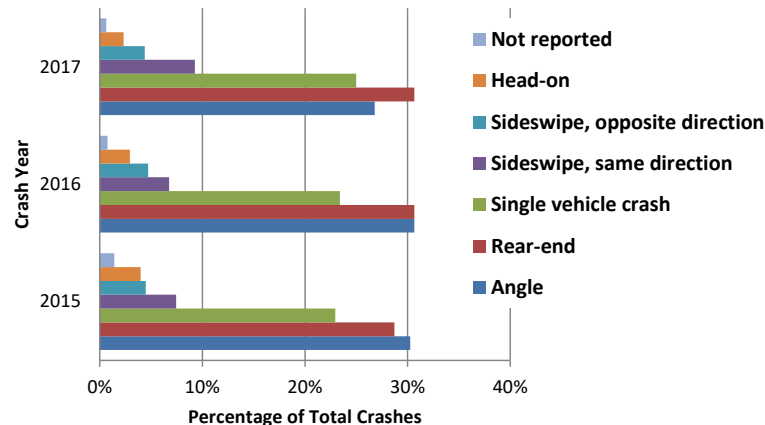
Map Not to Scale

Zoom-in for maximum crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 780 2016 – 786 2017 – 776

ANNUAL CRASHES PER 1000 POPULATION
(Census 2019) 18.95

TOTAL FATAL CRASHES - 9

TOTAL NON- MOTORIST CRASHES - 54

TOP CRASH INTERSECTIONS

- Holyoke Road and Springdale Road
(Crashes 41, EPDO* 421)
Location Ranked 11th the in Regional Top 100
- Mill Street and West Silver Street
(Crashes 18, EPDO* 238)
Location Ranked 64th the in Regional Top 100
- Springfield Road (Route 20) and
East Mountain Road
(Crashes 23, EPDO* 203)
Location Ranked 89th the in Regional Top 100
- East Main Street (Route 20),
Springfield Road (Route 20), and Union
Street
(Crashes 21, EPDO* 201)
Location Ranked 91th the in Regional Top 100
- East Main Street (Route 20),
Springfield Road (Route 20), and Little
River Road
(Crashes 32, EPDO* 192)

**EPDO – Equivalent Property Damage Only
(Fatal and Injury Crashes = 21, Property
Damage Crashes = 1)*

KEY FINDINGS

- More than 2% of the total reported crashes in Westfield (54) were non-motorist crashes, five of those resulted in incapacitating injuries.
- A total of nine fatal crashes were reported during the analysis period, one of those involved speeding related single vehicle collision with a tree.
- Almost six percent of crashes involved collisions with utility poles.
- More than half of all the reported crashes were non intersection collisions.

FIRST HARMFUL EVENT SUMMARY

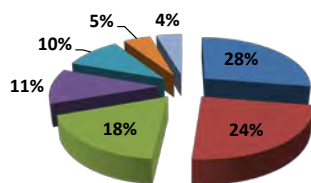
Collision with motor vehicle in traffic	1580
Collision with other light pole or utility pole	139
Collision with parked motor vehicle	137
Collision with guardrail or median barrier	77
Collision with tree	74
Collision with unknown fixed object	70
Collision with non-motorist	54
Collision with curb	47
Collision with other	45
Collision with ditch or embankment	39
Collision with animal - deer	33
Collision with bridge	17
Overturn/rollover	12
Other non-collision	8
Not reported	4
Collision with railway vehicle (e.g., train, engine)	2
Collision with work zone maintenance equipment	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	2563
Distracted or inattention	354
Failed to yield right of way	272
Unknown	252
Followed too closely	223
Driving too fast for conditions or exceeding speed limit	153
Failure to keep in proper lane or running off road	139
Disregarded traffic signs, signals, road markings	122
Other improper action	86
Operating vehicle in erratic, careless, negligent or aggressive manner	78
Made an improper turn	66
Visibility obstructed	65
Fatigued/asleep	49
Swerving or avoiding due to wind, object, non-motorist, etc.	42
Emotional or illness	41
Over-correcting/over-steering	25
Glare	17
Wrong side or wrong way	10
Operating defective equipment	7

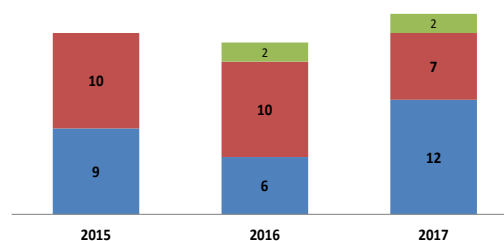
Roadway Classification

- Rural minor arterial or urban principal arterial
- Rural or urban principal arterial
- Urban minor arterial or rural major collector
- Local
- Urban collector or rural minor collector
- Interstate
- Not Reported



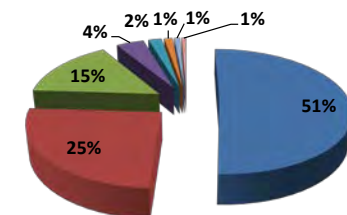
Non-motorist Crashes by Type and Year

- Pedestrian
- Cyclist
- Other (skater, wheelchair, pedalcar, etc.)



Location of Crashes

- Not at junction
- Four-way intersection
- Y-intersection
- On-ramp
- T-intersection
- Driveway
- Traffic circle
- Off-ramp





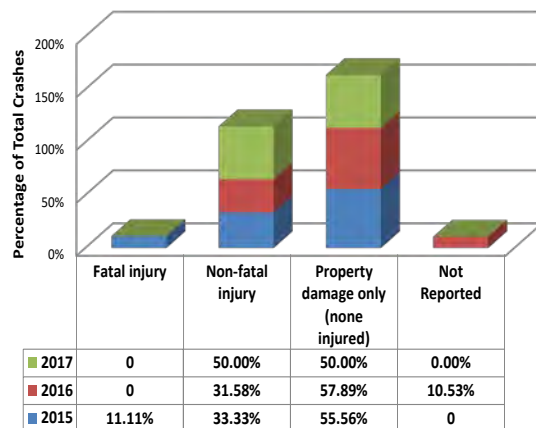
Zoom-in for best crash data point clarity

Legend

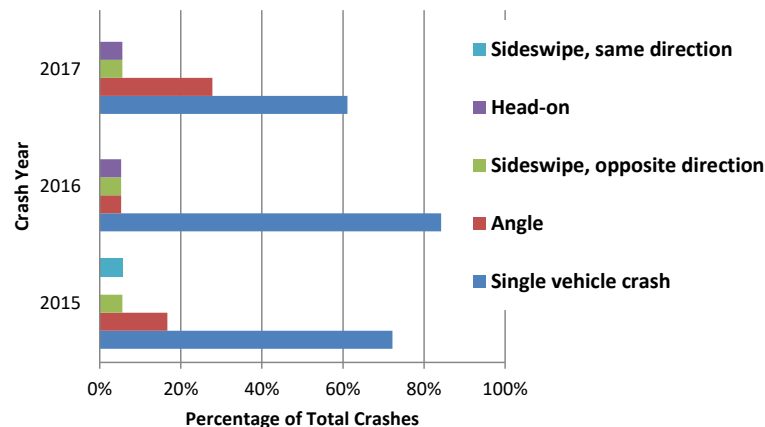
- Top Crash Intersections
- Fatal Crashes
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

Map Not to Scale

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 18

2016 – 19

2017 – 18

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 11.19

TOTAL FATAL CRASHES - 2

TOTAL NON- MOTORIST CRASHES - 1

TOP CRASH INTERSECTIONS

1. North Road, Easthampton Road, and Kings Highway
(Crashes 8, EPDO* 88)
2. Main Road (Route 66) and Southampton Road
(Crashes 2, EPDO* 42)
3. Kings Highway, Hathaway Road, and Perry Hill Road Extension
(Crashes 1, EPDO* 21)
4. Reservoir Road and Peninsula Road
(Crashes 1, EPDO* 21)
5. Chesterfield Road, Northwest Road, and Shaw Road
(Crashes 2, EPDO* 2)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- One non-motorist crash was reported in the Town in 2017 but the data does not have information regarding type of the non-motorist.
- Two fatal crashes were reported in the year 2015, both single vehicle crashes, one with a tree and one with guardrail along Route 66.
- A majority of collisions were single vehicle crashes which resulted in property damage only and no injuries.
- Almost seventy percent of all crashes occurred along major collectors in Town along non intersection locations.

FIRST HARMFUL EVENT SUMMARY

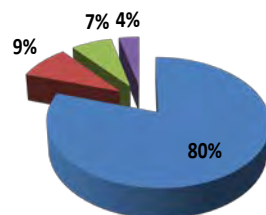
Collision with motor vehicle in traffic	16
Collision with guardrail	7
Collision with utility pole	6
Collision with animal - deer	4
Collision with embankment	4
Collision with tree	4
Collision with ditch	3
Collision with other light pole or other post/support	3
Collision with other	2
Collision with unknown fixed object	2
Collision with other movable object	1
Collision with parked motor vehicle	1
Not reported	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	20
Driving too fast for conditions	10
Failed to yield right of way	6
Failure to keep in proper lane or running off road	5
Glare	5
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-	5
Unknown	5
Operating vehicle in erratic, reckless, careless, negligent or aggressive	4
Exceeded authorized speed limit	3
Made an improper turn	3
Visibility obstructed	3
Inattention	2
Other improper action	1
Physical impairment	1

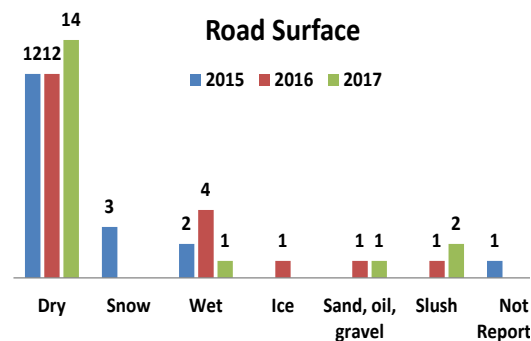
Roadway Classification

- Urban minor arterial or rural major collector
- Not Reported
- Urban collector or rural minor collector
- Local



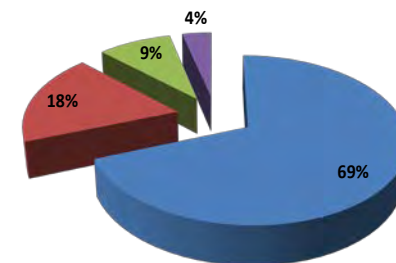
Road Surface

- 2015
- 2016
- 2017



Location of Crashes

- Not at junction
- Four-way intersection
- T-intersection
- Not reported





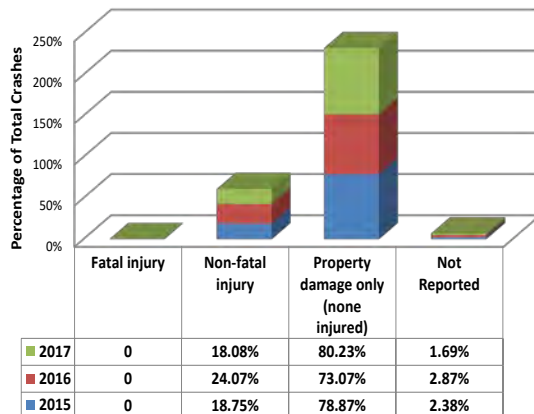
Legend

- Top Crash Intersections
- Non Motorist Crashes
- All Crashes (2015-2017)
- Open Water Bodies

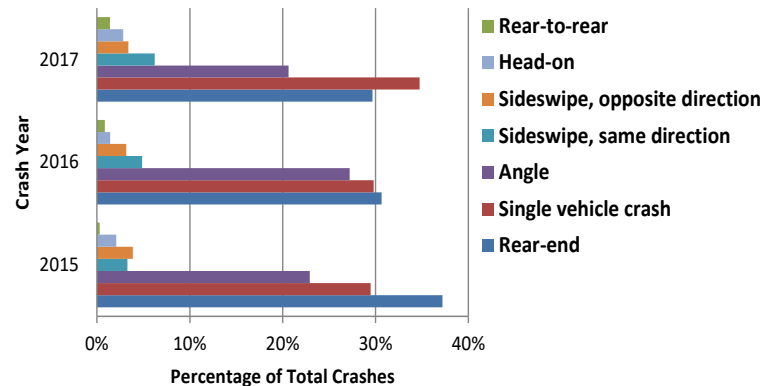
Map Not to Scale

Zoom in for best crash data point clarity

Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 336

2016 – 349

2017 – 354

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 23.58

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 10

TOP CRASH INTERSECTIONS

1. Boston Road (Route 20) and Stony Hill Road
(Crashes 33, EPDO* 253)
Location Ranked 47th the in Regional Top 100
2. Boston Road (Route 20) and Post Office Park
(Crashes 13, EPDO* 153)
3. Boston Road (Route 20), Old Boston Road, and Cherry Drive
(Crashes 20, EPDO* 140)
4. Boston Road (Route 20) and Maple Street
(Crashes 17, EPDO* 117)
5. Boston Road (Route 20) and Cottage Avenue
(Crashes 15, EPDO* 95)

*EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)

KEY FINDINGS

- A total of 10 non-motorist crashes were recorded in Wilbraham between 2015 and 2017, three of those resulted in incapacitating injuries to pedestrians.
- The Town of Wilbraham did not report any fatal crashes during the three year analysis period.
- The majority of crashes in Wilbraham were rear-end collisions followed by single vehicle crashes.

FIRST HARMFUL EVENT SUMMARY

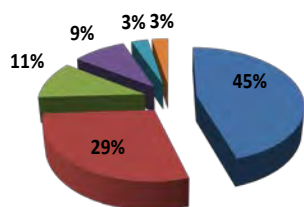
Collision with motor vehicle in traffic	606
Collision with parked motor vehicle	87
Collision with animal	82
Collision with other light pole or utility pole	69
Collision with tree	39
Collision with ditch or embankment	33
Collision with unknown fixed object	31
Collision with guardrail or median barrier	20
Collision with other movable object	20
Collision with curb	16
Collision with other	15
Collision with non-motorist	10
Unknown	3
Collision with bridge	2
Collision with work zone maintenance equipment	2
Collision with moped	2
Overturn/rollover	2

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	859
Distracted or inattention	290
Unknown	143
Operating vehicle in erratic, negligent or aggressive manner	109
Other improper action	68
Failed to yield right of way	54
Followed too closely	43
Failure to keep in proper lane or running off road	40
Swerving or avoiding due to wind, object, non-motorist, etc.	36
Driving too fast for conditions or exceeded speed limit	29
Made an improper turn	22
Emotional or illness	21
Over-correcting/over-steering	18
Visibility obstructed	15
Fatigued/asleep	10
Disregarded traffic signs, signals, road markings	9
Glare	9
Wrong side or wrong way	7
Operating defective equipment	5

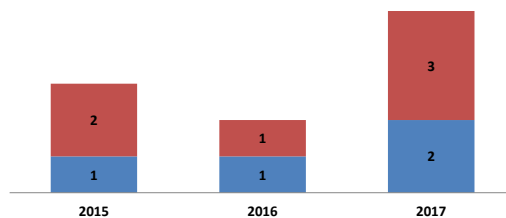
Roadway Classification

- Rural minor arterial or urban principal arterial
- Urban minor arterial or rural major collector
- Urban collector or rural minor collector
- Local
- Not Reported
- Interstate



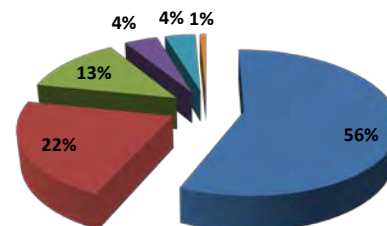
Non-motorist Crashes by Type and Year

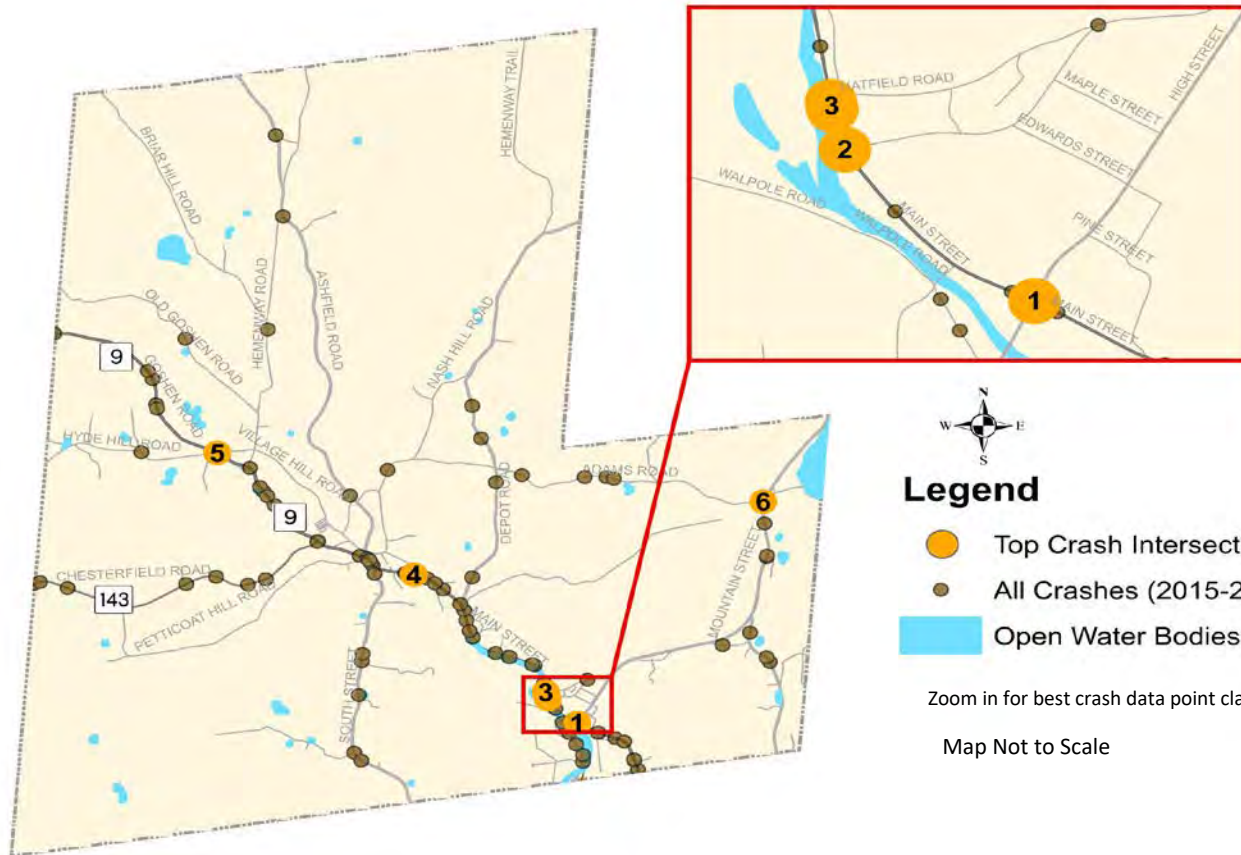
- Pedestrian
- Cyclist



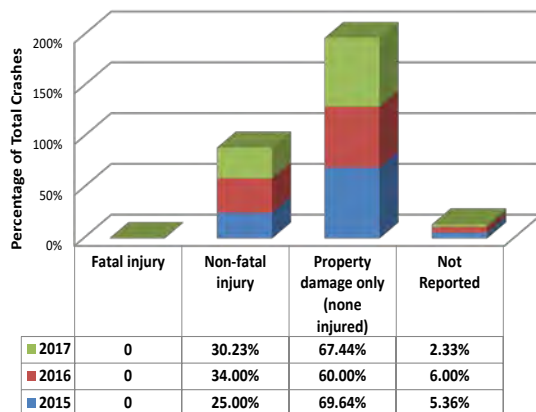
Location of Crashes

- Not at junction
- T-intersection
- Four-way intersection
- Driveway
- Y-intersection
- Unknown

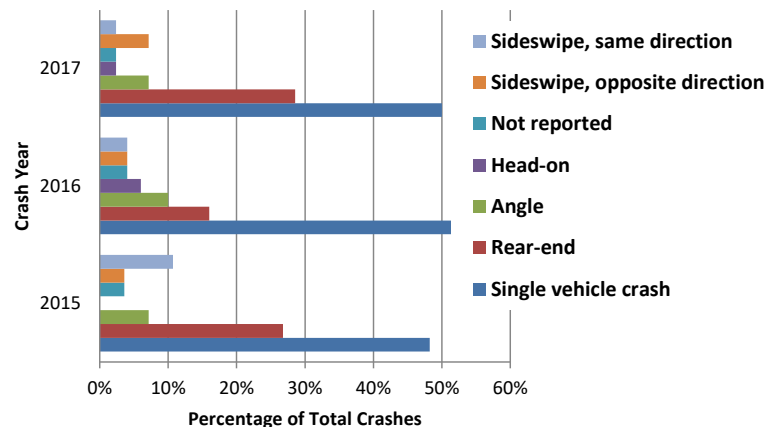




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 56

2016 – 50

2017 – 43

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 20.14

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

TOP CRASH INTERSECTIONS

1. Main Street (Route 9) and Bridge Street
(Crashes 5, EPDO* 25)
2. Main Street (Route 9) and Kingsley Avenue
(Crashes 2, EPDO* 22)
3. Main Street (Route 9), Hatfield Street, and Pondview Drive
(Crashes 2, EPDO* 22)
4. Main Street (Route 9) and Cumberland Farms Driveway
(Crashes 1, EPDO* 21)
5. Goshen road (Route 9), Village Hill Road, and Hyde Hill Road
(Crashes 1, EPDO* 21)
6. Mountain Street and Adams Road
(Crashes 1, EPDO* 21)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- The total number of reported crashes in the Town of Williamsburg decreased each year within the analysis period.
- The Town of Williamsburg did not experience any fatal crashes during the three year analysis period.
- The majority of crashes in the Town were Single vehicle crashes which resulted in property damage only and no injuries.
- More than half the crashes in the Town occurred along principal arterials.

FIRST HARMFUL EVENT SUMMARY

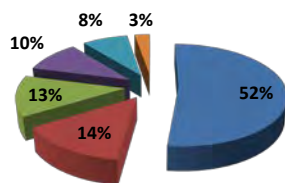
Collision with motor vehicle in traffic	58
Collision with ditch or embankment	14
Collision with guardrail	11
Collision with parked motor vehicle	11
Collision with animal - deer	10
Collision with utility pole	10
Collision with tree	9
Collision with other	7
Collision with unknown fixed object	5
Collision with animal - other	3
Collision with bridge	3
Overturn/rollover	2
Collision with curb	1
Collision with other movable object	1
Collision with pedestrian	1
Collision with work zone maintenance equipment	1
Other non-collision	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

No improper driving	69
Unknown	41
Inattention	25
Driving too fast for conditions	13
Followed too closely	13
Failure to keep in proper lane or running off road	9
Other improper action	8
Over-correcting/over-steering	8
Fatigued/asleep	6
Operating vehicle in erratic, careless, negligent or aggressive manner	6
Physical impairment	5
Failed to yield right of way	4
Swerving or avoiding due to wind, object, non-motorist, etc.	4
Disregarded traffic signs, signals, road markings	2
Exceeded authorized speed limit	2
Made an improper turn	2
Visibility obstructed	2
Illness	1
Operating defective equipment	1

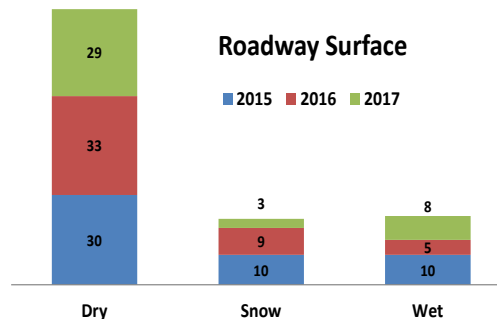
Roadway Classification

- Rural or urban principal arterial
- Urban minor arterial or rural major collector
- Not Reported
- Local
- Rural minor arterial or urban principal arterial
- Urban collector or rural minor collector



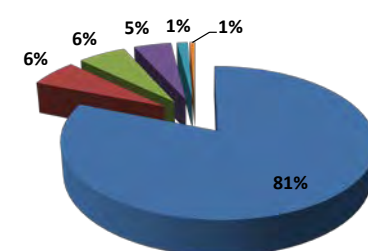
Roadway Surface

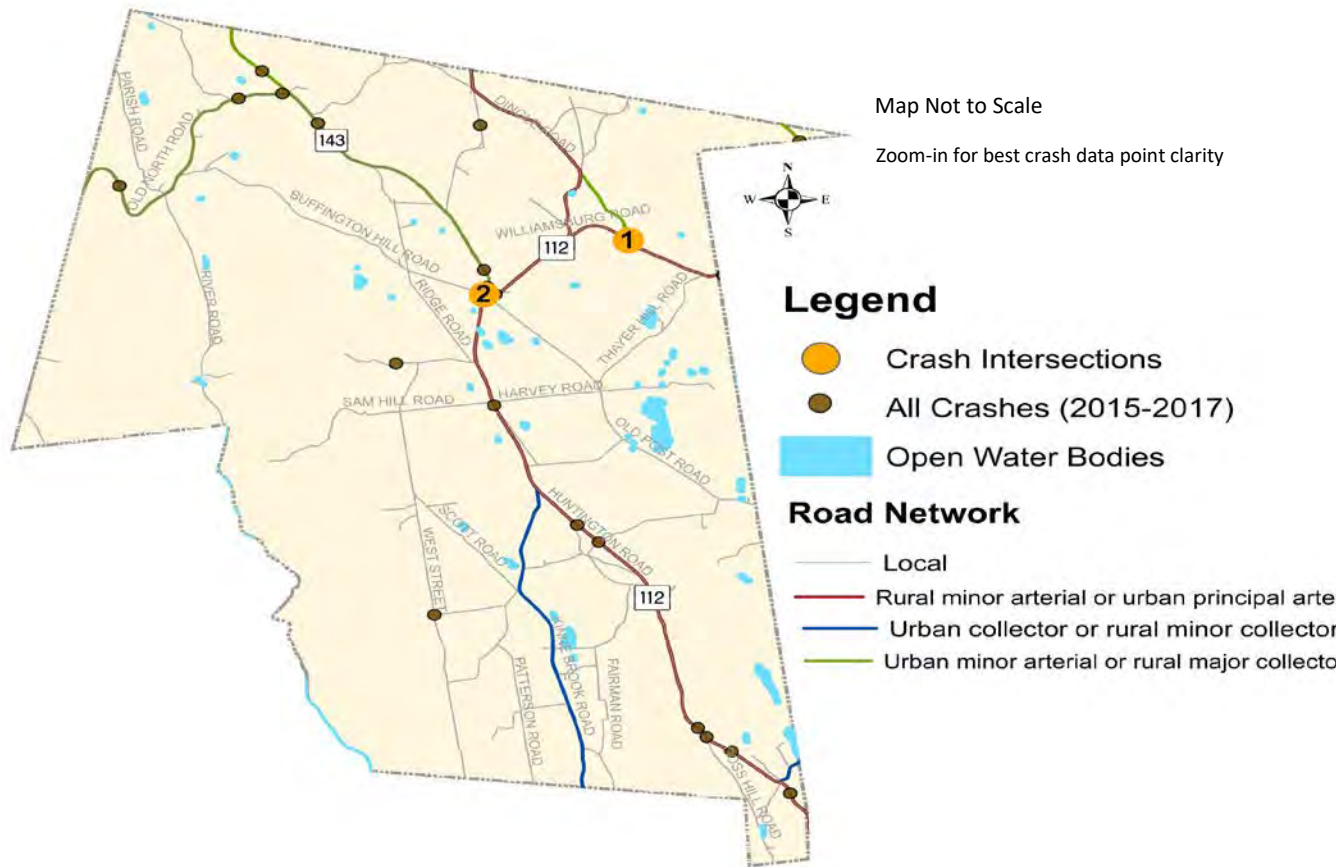
- 2015
- 2016
- 2017



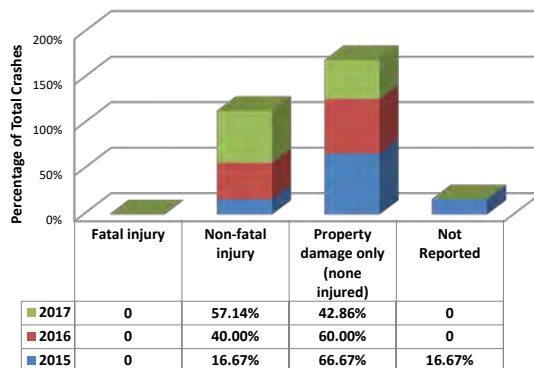
Location of Crashes

- Not at junction
- T-intersection
- Y-intersection
- Driveway
- Four-way intersection
- Not reported

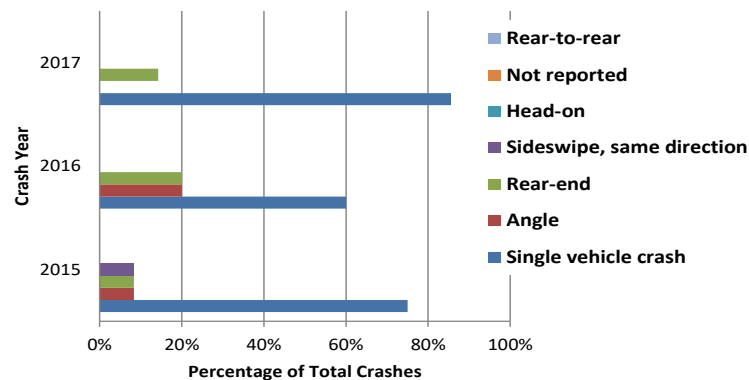




Crash Severity



Manner of Collision



ANNUAL CRASHES

2015 – 12

2016 – 5

2017 – 7

ANNUAL CRASHES PER 1000 POPULATION

(Census 2019) 6.81

TOTAL FATAL CRASHES - 0

TOTAL NON- MOTORIST CRASHES - 0

CRASHES

Two Intersections in Worthington experienced crashes over the analysis period:

1. Williamsburg Road (Route 143) and Capen Street (Injury Type Crash, EPDO* 21)
2. Huntington Road (Route 112), Worthington Road (Route 143), Old North Road (Route 143), Buffington Hill Road, and Old Post Road (Property Damage Only Crash, EPDO*1)

**EPDO – Equivalent Property Damage Only (Fatal and Injury Crashes = 21, Property Damage Crashes = 1)*

KEY FINDINGS

- Speeding was leading cause of the crashes in Worthington with a total of 9 crashes as a result of some form of aggressive driving.
- The majority of crashes in the Town were single vehicle crashes which resulted in property damage only and no injuries.
- All but two crashes occurred at non-intersection locations.

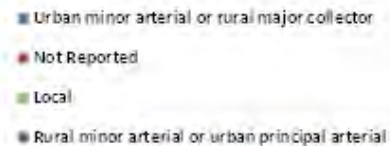
FIRST HARMFUL EVENT SUMMARY

Collision with motor vehicle in traffic	6
Collision with tree	5
Collision with guardrail	4
Collision with ditch	3
Collision with animal - deer	2
Collision with animal - other	1
Collision with other	1
Collision with utility pole	1
Overturn/rollover	1

DRIVER CONTRIBUTION CODES FOR ALL DRIVERS

Driving too fast for conditions	7
No improper driving	5
Failure to keep in proper lane or running off road	3
Operating vehicle in erratic, reckless, negligent or aggressive manner	3
Unknown	3
Disregarded traffic signs, signals, road markings	2
Exceeded authorized speed limit	2
Followed too closely	2
Distracted	1
Over-correcting/over-steering	1

Roadway Classification



Roadway Surface



Location of Crashes

