

Pioneer Valley SafetyCompass

2020-2024



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Background

The Pioneer Valley Planning Commission (PVPC) serves as the Metropolitan Planning Organization (MPO) for the Pioneer Valley region of Western Massachusetts, encompassing 43 diverse communities centered on the Springfield–Holyoke–Chicopee urbanized area. A defining characteristic of the PVPC MPO is the breadth and diversity of the places it serves; dense downtowns in older industrial cities, small rural hill towns, and productive agricultural landscapes in the Connecticut River Valley all fall under a single regional planning umbrella. The MPO's work is further distinguished by its role in linking major regional institutions—such as colleges and universities, medical centers, and logistics hubs—to surrounding neighborhoods and job centers while coordinating federal, state, and local investments in a way that supports both regional mobility and community-level livability.

The region's transportation network is equally multifaceted and is a core focus of PVPC's MPO responsibilities. It is anchored by a robust highway system that includes I-91 as the primary north-south corridor connecting Vermont to Connecticut, I-90/Mass Pike as a critical east-west spine carrying both freight and commuter traffic across Massachusetts, and key auxiliary routes such as I-291 and I-391 that provide access to Springfield, Holyoke, and surrounding communities. PVPC coordinates planning for a growing multimodal system that extends beyond highways: The Pioneer Valley Transit Authority (PVRTA) operates one of the largest regional bus networks in the state, serving both urban neighborhoods and college campuses; Amtrak's existing routes and emerging east-west passenger rail efforts link the region to Boston, New York, and beyond; and an expanding system of bike and pedestrian facilities—including rail trails, the Connecticut Riverwalk, and other greenways—supports active transportation, recreation, and tourism.

PVPC strives to provide and maintain a transportation system that is safe for users of all travel modes and eliminates fatalities and serious injuries. As an MPO, PVPC is also responsible for providing support to Massachusetts Department of Transportation (MassDOT) to achieve the Strategic Highway Safety Plan's (SHSP) actions and objectives. PVPC's support involves collaborating with the communities in the region and working in cooperation with MassDOT to identify and prioritize transportation projects that improve traffic safety in the region.

This report is an update to the Pioneer Valley Safety Compass Second Edition, which was finalized in July 2021. The current report provides regional crash data trends and a summary for each of the 43 PVPC member communities based on 2020–2024 crash data. The Safety Compass was developed in cooperation with the Pioneer Valley Joint Transportation Committee (JTC).

Figure 1 highlights the transportation network within the PVPC region.

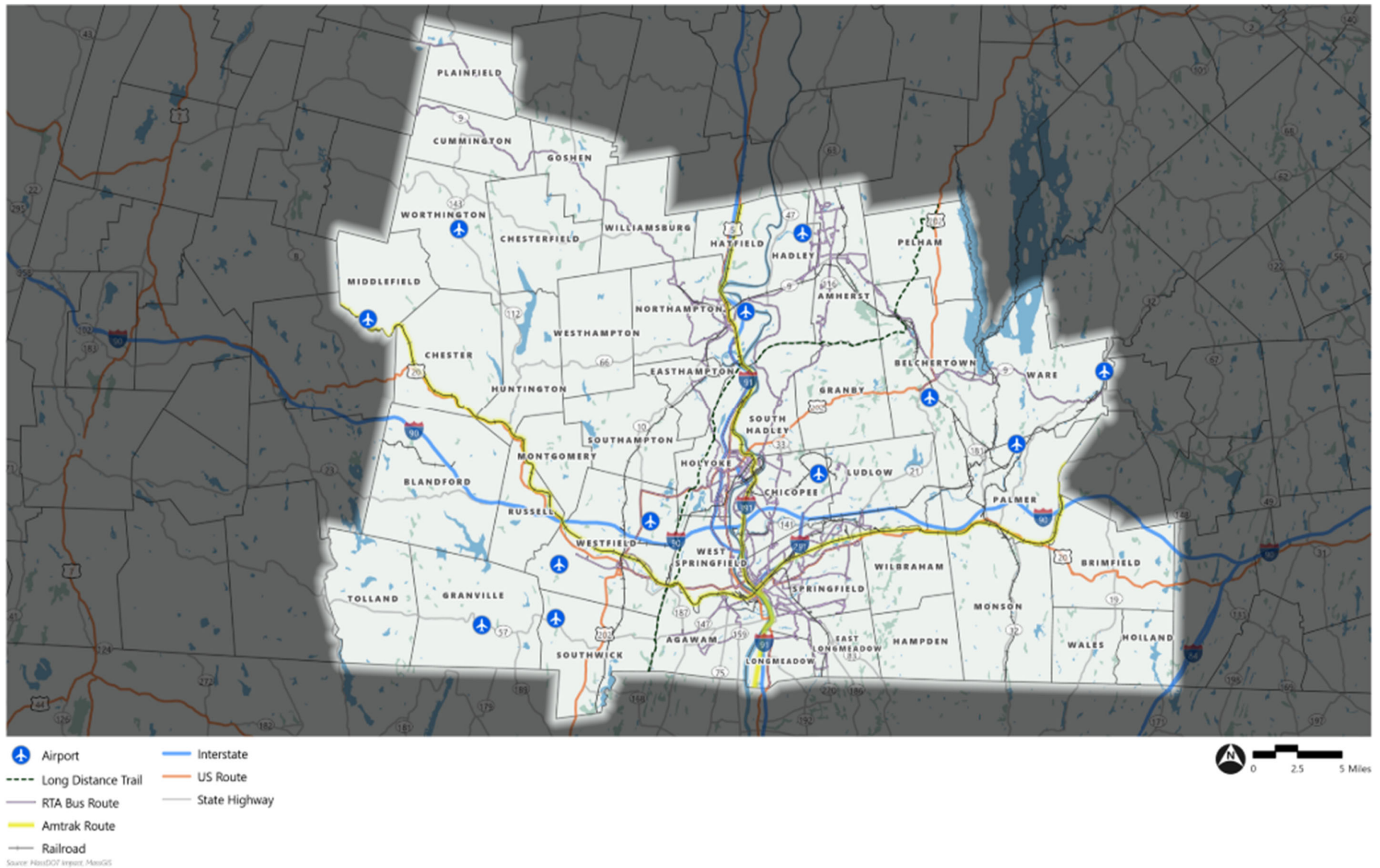


Figure 1: PVPC Transportation Network

Data and Methodology

For this report, crash data for individual communities during the period from 2020 to 2024 was used. Data was gathered from the MassDOT online IMPACT crash data tool.¹ The crash data for the calendar year of 2021 and later was not yet finalized at the time of analysis and may vary or change. Geographical information system (GIS) tools were utilized to develop maps of crashes and to identify the top crash locations within each community.

The top crash intersections have been identified based on MassDOT's methodology of isolating only crashes at junctions. To extract the top crash locations within each community, PVPC utilized MassDOT's adopted Equivalent Property Damage Only (EPDO) method. It places higher emphasis on fatal and injury crashes, with a weighted factor of 32 for fatal, serious injury, and non-incapacitating injury and a factor of 10 for possible injury, while property damage-only crashes are assigned a weighted factor of 1.

Changes from Second Edition

1. This document has been updated based on the PVPC brand guidelines published in 2025.
2. An ArcGIS interactive dashboard ([PVPC Community Safety Plan](#)) is available as a supporting resource to this document. Users can filter by city/town and see the crash trends.
3. The regional crash trends have been updated to include the following data:
 - ✓ Speeding crashes by each community
 - ✓ Top 10 communities based on crash data
 - ✓ Regional trends based on crash severity
 - ✓ Non-motorist crash trends based on crash severity, lighting conditions, and vulnerable user location
 - ✓ Fatal crash trends based on manners of collisions, lighting conditions, and roadway junction types
4. The individual community profiles have been updated to include the following changes:
 - ✓ A yearly breakdown of crashes was added on the first page.
 - ✓ A new section named "Overview" was added to highlight the number of crashes in different categories that the cities/towns are most interested in.
 - ✓ The key trends include additional information on fatal crashes, lighting conditions, and surface conditions.
 - ✓ Speeding-related crashes were added to the city/town map and added as a bar chart by level of severity.

¹ MassDOT IMPACT Tool: <https://apps.crashdata.dot.mass.gov/cdp/home>

- ✓ Only the top five driver contributing factors and first harmful events were documented instead of all records.
- 5. An EPDO score of 5 was set as a threshold for identifying high-crash intersections. This is equivalent to five property damage crashes.

Data Limitations and Assumptions

1. For a small percentage of the crash data (less than 2 percent), sufficient information was not available to be geographically located and plotted on the map. Those data points were excluded from analysis.
2. In the “Crash Severity” section, the fatal crashes listed are the total 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.
3. Some rural communities had very few locations at which multiple crashes occurred. For some communities, it was not possible to identify the top five high-crash locations. In those cases, all intersections that meet the EPDO score threshold were listed.
4. Any crash records with “Number of Vehicles” column as “1” and “Vulnerable User Type” column as blank was coded as “Single-Vehicle Crash” in the “Manner of Collision” column.
5. Speeding-related crashes were identified from the “Driver Contribution Code” column in vehicle-level data. Any crashes with driver contribution code of “Driving Too Fast for Conditions” or “Exceeded Authorized Speed Limit” were coded as speeding-related crashes.
6. For records where “Vulnerable User Type” column has any value other than “Blank,” the “Manner of Collision” column was recoded using the following logic:
 - ✓ Bicyclist, Hand Cyclist, Non-Motorized Scooter, Tricyclist -> Bicycle
 - ✓ Pedestrian, Roadway/Utility worker outside of Vehicle -> Pedestrian
 - ✓ Electronic Assistive Device, Motorized Scooter/Bicycle, Skateboarder, Other, Unknown -> Other VRU

Regional Crash Summary

Crash History by Community

Table 1 summarizes the total number of crashes within each PVPC community (in alphabetical order) for the latest five years of data. The table also provides the average number of annual crashes per 1,000 people based on 2024 estimated population.² The Town of Blandford shows the highest crash rate within the PVPC region. The Town of Hadley and the City of Holyoke rank second and third, respectively, in terms of crash rate per 1,000 people. The Town of Holland showed the lowest crash rate within the PVPC region in the last five years.

Table 1: Crash History by Community

City/Town Name	2020	2021	2022	2023	2024	Grand Total	Average Annual Crashes	Population (July 2024)	Average Annual Crashes per 1,000 People
Agawam	491	632	631	674	654	3,082	616	28,749	21.44
Amherst	243	288	347	350	370	1,598	320	40,989	7.80
Belchertown	159	203	116	188	201	867	173	15,372	11.28
Blandford	55	81	70	64	76	346	69	1,209	57.24
Brimfield	56	64	76	81	76	353	71	3,733	18.91
Chester	15	14	15	12	6	62	12	1,221	10.16
Chesterfield	6	13	15	15	12	61	12	1,174	10.39
Chicopee	1,566	1,739	1,754	1,818	1,592	8,469	1,694	55,381	30.58
Cummington	3	8	8	9	8	36	7	819	8.79
East Longmeadow	204	278	325	352	311	1,470	294	16,515	17.80
Easthampton	210	224	293	297	256	1,280	256	16,020	15.98
Goshen	14	19	19	13	12	77	15	942	16.35
Granby	124	147	180	174	185	810	162	6,064	26.72
Granville	4	6	5	3	7	25	5	1,540	3.25
Hadley	219	247	304	341	315	1,426	285	5,284	53.97
Hampden	41	58	59	68	55	281	56	4,964	11.32
Hatfield	35	61	37	40	42	215	43	3,321	12.95
Holland	7	4	7	9	6	33	7	2,581	2.56
Holyoke	1,392	1,626	1,540	1,670	943	7,171	1,434	37,838	37.90
Huntington	20	21	19	21	30	111	22	2,071	10.72
Longmeadow	211	275	289	324	310	1,409	282	15,712	17.94
Ludlow	409	531	543	519	517	2,519	504	21,118	23.86
Middlefield	2	4	2		4	12	3	397	7.56
Monson	23	31	26	21	25	126	25	8,164	3.09

² City and Town Population Totals (2020–2024), United States Census Bureau: <https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html>

City/Town Name	2020	2021	2022	2023	2024	Grand Total	Average Annual Crashes	Population (July 2024)	Average Annual Crashes per 1,000 People
Montgomery	18	12	10	11	3	54	11	837	12.90
Northampton	371	471	528	561	487	2,418	484	31,315	15.44
Palmer	37	345	314	359	390	1,445	289	12,388	23.33
Pelham	24	9	13	11	18	75	15	1,343	11.17
Plainfield	0	4	7	13	9	33	8	649	12.71
Russell	31	46	44	64	57	242	48	1,640	29.51
South Hadley	101	176	253	195	257	982	196	18,031	10.89
Southampton	47	61	74	55	56	293	59	6,181	9.48
Southwick	72	134	112	122	119	559	112	9,277	12.05
Springfield	3,713	4,382	4,315	4,137	2,493	19,040	3,808	15,488	24.59
Tolland	0	0	2	1	1	4	1	474	2.81
Wales	3	12	7	7	6	35	7	1,828	3.83
Ware	169	136	130	153	181	769	154	10,142	15.16
West Springfield	755	959	979	1,006	1,271	4,970	994	29,028	34.24
Westfield	613	613	661	602	576	3,065	613	40,403	15.17
Westhampton	16	17	11	18	18	80	16	1,629	9.82
Wilbraham	201	239	279	272	279	1,270	254	14,663	17.32
Williamsburg	41	33	27	28	16	145	29	2,475	11.72
Worthington	10	12	5	4	9	40	8	1,181	6.77
Grand Total	11,731	14,235	14,451	14,682	12,259	67,358	13,473	–	–

Fatal Crashes by Community

A total of 262 fatal crashes were reported in the PVPC region between 2020 and 2024. **Table 2** summarizes the annual regional fatal crashes for each PVPC community (in alphabetical order). On the regional level, the total number of fatal crashes consistently increased from 2020 to 2022 and then decreased sharply in 2023. In 2024, total fatal crashes remain unchanged from 2023.

The City of Springfield experienced 83 fatal crashes within the study period. This is the highest number of fatal crashes among all PVPC municipalities and covers nearly 32 percent of the total fatal crashes in the PVPC region. The City of Chicopee and the City of Holyoke experienced 34 and 20 fatal crashes, respectively.

The communities that had no fatal crashes between 2020 and 2024 are Chester, Cummington, Southampton, Tolland, and Worthington. PVPC will continue to monitor fatal crashes and work with both MassDOT and regional communities to advance safety countermeasures in the region.

Table 2: Fatal Crash History by Community

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Agawam	2	3	2	1	1	9
Amherst	1	0	3	0	0	4
Belchertown	0	2	0	2	1	5

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Blandford	0	0	1	0	1	2
Brimfield	1	0	1	1	1	4
Chester	0	0	0	0	0	0
Chesterfield	0	0	0	0	1	1
Chicopee	5	7	11	6	5	34
Cummington	0	0	0	0	0	0
East Longmeadow	0	0	4	1	0	5
Easthampton	0	0	2	1	0	3
Goshen	0	0	1	0	0	1
Granby	0	0	1	1	0	2
Granville	1	1	0	0	0	2
Hadley	0	0	1	0	2	3
Hampden	1	0	0	0	1	2
Hatfield	0	1	0	1	1	3
Holland	0	0	1	0	0	1
Holyoke	3	5	7	3	2	20
Huntington	0	0	0	0	1	1
Longmeadow	0	0	1	1	0	2
Ludlow	0	3	1	2	3	9
Middlefield	0	0	0	0	1	1
Monson	0	1	1	0	0	2
Montgomery	1	0	0	0	0	1
Northampton	1	1	1	1	2	6
Palmer	0	1	0	3	1	5
Pelham	0	0	0	0	1	1
Plainfield	0	0	0	0	1	1
Russell	0	0	0	0	1	1
South Hadley	1	0	0	1	0	2
Southampton	0	0	0	0	0	0
Southwick	1	0	3	1	0	5
Springfield	17	22	13	18	13	83
Tolland	0	0	0	0	0	0
Wales	1	1	0	0	0	2
Ware	1	0	0	0	1	2
West Springfield	4	5	3	1	2	15
Westfield	4	2	0	1	2	9
Westhampton	1	0	0	0	1	2
Wilbraham	1	2	3	0	2	8
Williamsburg	0	1	0	2	0	3
Worthington	0	0	0	0	0	0
Grand Total	47	58	61	48	48	262

Vulnerable Road User Crashes by Community

Table 3 summarizes the total number of Vulnerable Road User (VRU) crashes within each PVPC community (in alphabetical order) for the latest five years of data. A VRU is a non-motorist such as a pedestrian, bicyclist or other cyclist, person on personal conveyance, road worker outside of their vehicle etc. Within the study period, the VRU crashes increased steadily until reaching the highest number in 2023. 2024 saw a slight decline compared to 2023.

Similar to the fatal crash trend, the City of Springfield also experienced the highest number of VRU crashes among all PVPC municipalities, and the City of Chicopee and the City of Holyoke experienced the second and third highest number of VRU crashes, respectively.

Several communities had no VRU crashes between 2020 and 2024: Chesterfield, Granville, Middlefield, Montgomery, Pelham, Plainfield, and Tolland. Experiencing zero VRU crashes does not automatically equate to VRU safety. VRU safety depends on many factors such as the VRU crash reporting system, availability of pedestrian and bicycle infrastructures, and travel patterns of residents.

Table 3: VRU Crash History by Community

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Agawam	5	7	8	8	16	44
Amherst	9	14	12	13	21	69
Belchertown	1	2	2	3	0	8
Blandford	0	1	0	0	0	1
Brimfield	0	1	1	0	0	2
Chester	0	0	0	1	0	1
Chesterfield	0	0	0	0	0	0
Chicopee	35	32	42	55	33	197
Cummington	0	0	1	0	0	1
East Longmeadow	3	7	7	4	11	32
Easthampton	4	9	11	6	2	32
Goshen	0	0	1	0	0	1
Granby	1	1	2	3	2	9
Granville	0	0	0	0	0	0
Hadley	7	1	4	7	3	22
Hampden	1	0	1	1	0	3
Hatfield	1	0	0	1	0	2
Holland	0	0	1	1	0	2
Holyoke	26	35	36	37	26	160
Huntington	0	2	0	0	0	2
Longmeadow	3	4	3	3	4	17
Ludlow	3	4	10	8	6	31
Middlefield	0	0	0	0	0	0
Monson	0	1	2	0	0	3
Montgomery	0	0	0	0	0	0
Northampton	16	16	18	23	25	98

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Palmer	0	2	3	8	4	17
Pelham	0	0	0	0	0	0
Plainfield	0	0	0	0	0	0
Russell	0	0	0	0	1	1
South Hadley	0	1	4	4	10	19
Southampton	0	0	1	0	2	3
Southwick	0	0	3	3	2	8
Springfield	119	156	111	130	107	623
Tolland	0	0	0	0	0	0
Wales	0	0	0	1	0	1
Ware	6	2	3	3	2	16
West Springfield	20	17	24	14	25	100
Westfield	33	17	20	21	19	110
Westhampton	0	1	0	0	1	2
Wilbraham	2	3	5	2	4	16
Williamsburg	1	0	0	2	0	3
Worthington	0	2	0	0	0	2
Grand Total	296	338	336	362	326	1,658

Speeding-Related Crashes by Community

Speeding-related crashes occur when a driver's speed contributes to a collision, whether by exceeding the posted speed limit or traveling too fast for road, traffic, or weather conditions. Identifying these crashes is critical because higher speeds greatly increase both the likelihood and severity of crashes, reducing reaction time, lengthening stopping distances, and leading to more serious injuries and fatalities when collisions occur.

Table 4 summarizes the total number of speeding-related crashes within each PVPC community. Following the fatal crash and VRU crash trends, City of Springfield experienced the highest number of speeding-related crashes within the study period. The City of Chicopee and the City of West Springfield ranked second and third, respectively.

Table 4: Speeding-Related Crashes by Community

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Agawam	20	22	27	15	34	118
Amherst	4	8	9	6	8	35
Belchertown	11	10	7	7	7	42
Blandford	8	14	18	20	21	81
Brimfield	10	6	5	8	7	36
Chester	1	4	2	3	2	12
Chesterfield	1	2	2	3	5	13
Chicopee	59	60	70	72	71	332
Cummington	1	0	0	3	1	5
East Longmeadow	10	4	16	15	14	59
Easthampton	3	3	5	5	2	18

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Goshen	2	0	3	1	1	7
Granby	4	10	10	9	9	42
Granville	0	1	1	1	4	7
Hadley	15	7	14	11	6	53
Hampden	4	5	2	2	2	15
Hatfield	2	4	0	3	3	12
Holland	2	0	0	0	0	2
Holyoke	51	52	40	48	37	228
Huntington	2	1	2	7	5	17
Longmeadow	10	5	28	19	20	82
Ludlow	16	18	12	17	24	87
Middlefield	0	1	0	0	0	1
Monson	3	3	4	2	3	15
Montgomery	3	5	4	3	1	16
Northampton	12	27	26	24	27	116
Palmer	4	25	15	30	47	121
Pelham	2	3	2	1	3	11
Plainfield	0	0	0	2	3	5
Russell	4	10	7	18	16	55
South Hadley	5	11	14	15	8	53
Southampton	1	3	3	3	1	11
Southwick	4	10	18	4	4	40
Springfield	258	388	361	268	209	1,484
Tolland	0	0	1	0	0	1
Wales	0	3	3	0	0	6
Ware	5	5	5	1	5	21
West Springfield	41	61	42	50	47	241
Westfield	35	37	37	40	45	194
Westhampton	1	1	4	3	7	16
Wilbraham	9	5	18	8	12	52
Williamsburg	4	2	2	2	3	13
Worthington	2	1	2	2	4	11
Grand Total	629	837	841	751	728	3,786

Top 10 Communities Based on Crash Data

Table 5 documents the top 10 PVPC communities for all categories discussed so far. Blandford, Granby, Hadley, and Russell were among the top 10 communities for average annual crashes per 10,000 population but ranked lower in all other categories. On the other hand, Amherst only appears in the 10 communities for the VRU crash category.

The City of Springfield is ranked highest for total number of fatal crashes, VRU crashes, and speeding-related crashes. It ranked eighth for annual average crash rate. The Cities of Chicopee, Holyoke, and West Springfield ranked within top five communities for all categories.

In coordination with these communities, PVPC will review the high crash numbers and take appropriate measures that can aid in reducing the number of crashes in all categories. Chicopee,

Holyoke, Springfield, Ware, and Westfield are developing Safety Action Plans to identify crash hotspots, appropriate countermeasures, and implementable projects in their communities. PVPC is also developing a regional Safety Action Plan that focuses on improving safety for the whole region.

Table 5: Community Ranking Based on Crash Data

City/Town Name	Average Annual Crashes per 1000 People	Total Number of Fatal Crashes	Total Number of VRU-Related Crashes	Total Number of Speeding-Related Crashes
Agawam	-	6	8	7
Amherst	-	-	7	-
Belchertown	-	10	-	-
Blandford	1	-	-	-
Chicopee *	5	2	2	2
East Longmeadow	-	10	10	-
Easthampton	-	-	10	-
Granby	7	-	-	-
Hadley	2	-	-	-
Holyoke*	3	3	3	4
Longmeadow	-	-	-	10
Ludlow	9	6	-	9
Northampton	-	9	6	8
Palmer	10	10	-	6
Russell	6	-	-	-
Springfield *	8	1	1	1
West Springfield *	4	4	5	3
Southwick	-	10	-	-
Westfield*	-	6	4	5
Wilbraham	-	8	-	-

* Appears within top five communities ranking for more than one category

Commercial Vehicle Crashes at Low-Clearance Underpasses:

Commercial vehicle (CMV) crashes at low-clearance underpasses can cause severe damage to vehicles and lengthy recovery operations that block traffic. They often lead to road closures, congestion, and secondary collisions. Financially, these crashes can produce high repair and cleanup costs.

To identify the CMV crashes within the PVPC region, crash data was filtered by the “Most Harmful Event” field. 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 2** represents the driver contributions codes or reasons for crashes with low-clearance underpasses in the PVPC region.

Many CMV crashes were found to be a result of driver intention and the disregard for posted signs. A summary of CMV crashes from 2020 to 2024 at low-clearance structures by community is presented in Table 6.

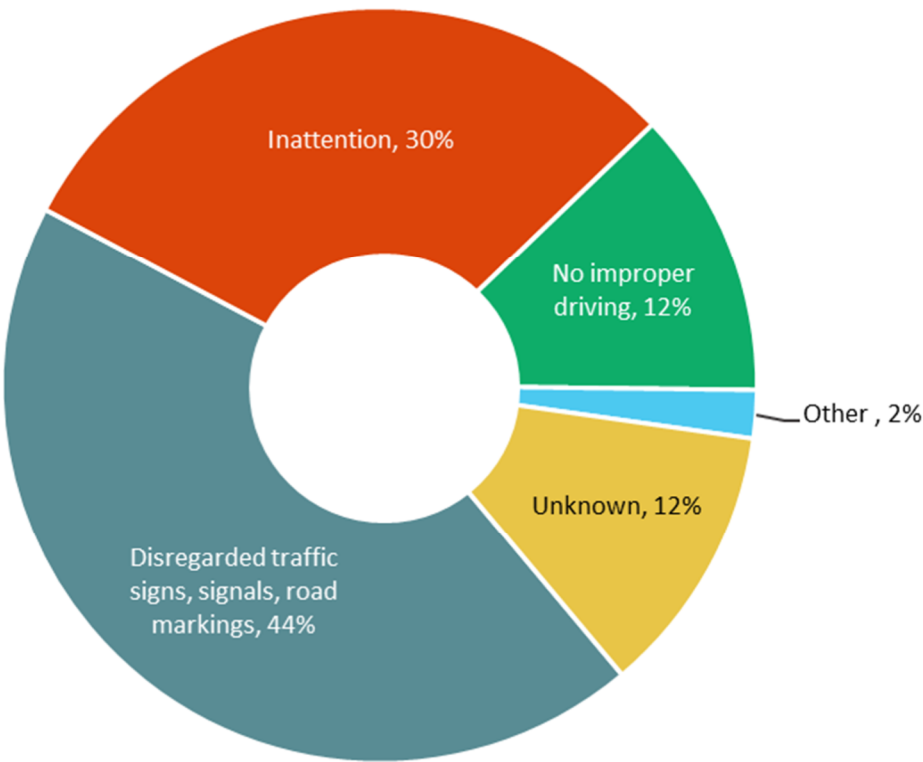


Figure 2: Driver Contributing Factors for CMV Crashes at Low-Clearance Underpasses

Table 6: CMV Crashes at Low-Clearance Structures by Community

City/Town Name	2020	2021	2022	2023	2024	Grand Total
Amherst	2	3	3	3	2	13
Snell Street	0	1	1	0	1	3
South East Street	2	2	2	3	1	10
Belchertown	0	1	0	0	1	2
North Washington Street	0	1	0	0	1	2
Brimfield	0	1	0	1	0	2
Kings Bridge Road	0	1	0	1	0	2
Chicopee	0	1	2	2	0	5
Prospect Street	0	1	2	2	0	5
Holyoke	4	8	10	8	6	36
Appleton Street	0	0	1	0	1	2
Cabot Street	0	1	0	1	1	3
Canal Street/Lyman Street	4	4	2	3	1	14
Jackson Street	0	3	6	4	3	16
Sargeant Street	0	0	1	0	0	1
Monson	0	1	0	0	0	1
Bliss Street	0	1	0	0	0	1
Northampton	6	5	3	3	1	18
Bridge Street	5	5	2	1	1	14
Clark Avenue	1	0	0	0	0	1
North Street	0	0	1	2	0	3
Palmer	0	3	3	2	2	10
Blanchard Street	0	0	1	0	0	1
Bridge Street	0	0	0	2	0	2
State Street	0	3	2	0	2	7
Springfield	3	0	2	4	2	11
Chestnut Street	3	0	2	3	1	9
Main Street	0	0	0	1	1	2
West Springfield	5	7	2	6	7	27
Dewey Street	1	0	0	1	1	3
Main Street	0	2	0	2	1	5
River Street	1	1	0	3	3	8
Union Street	3	4	2	0	2	11
Westfield	5	2	0	1	4	12
East Mountain Road /Holyoke Road	5	2	0	1	1	9
East Mountain Road /Springfield Road	0	0	0	0	3	3
Wilbraham	1	1	3	2	2	9
Stony Hill Road	1	1	3	2	2	9
Grand Total	26	33	28	32	27	146

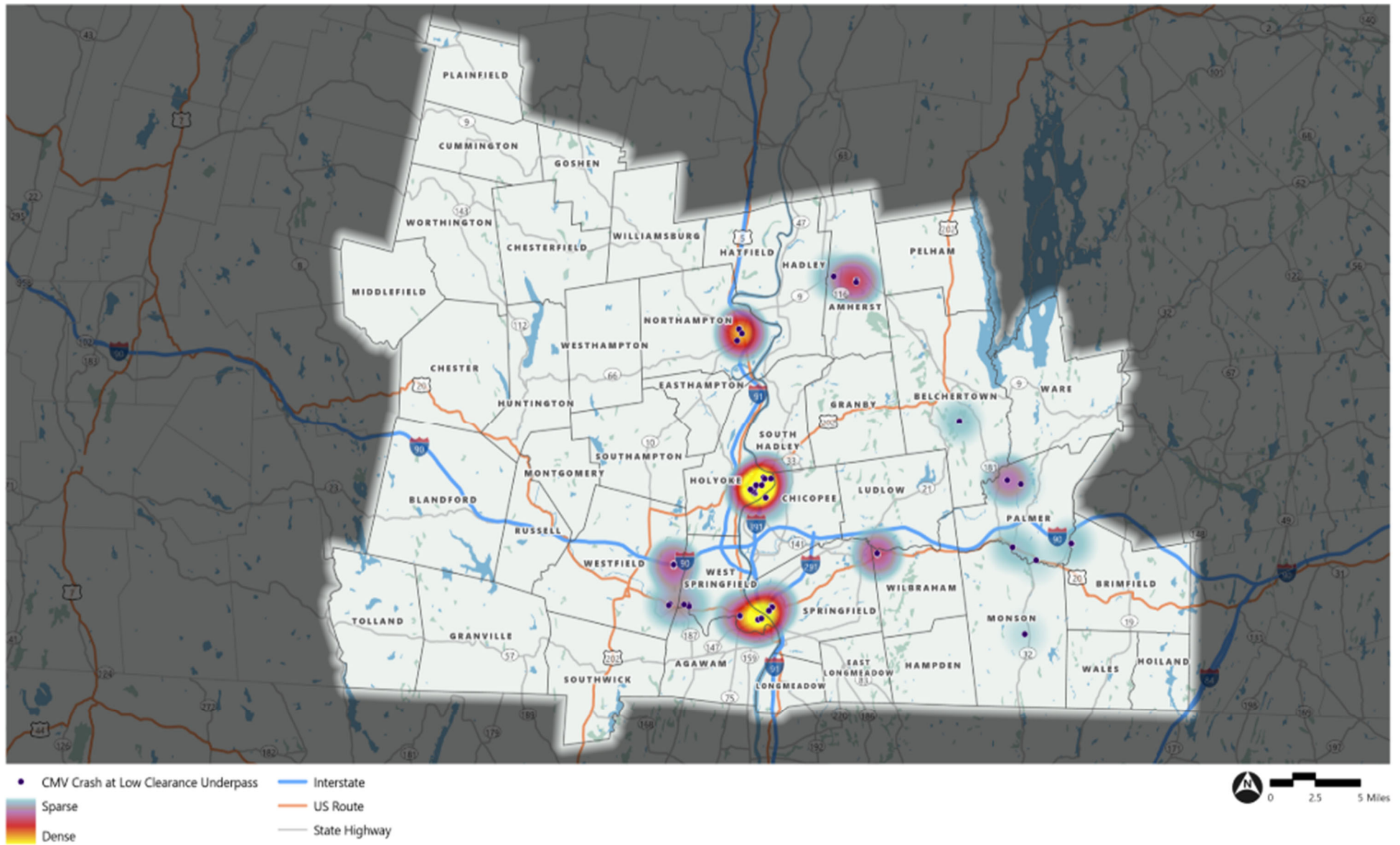


Figure 3: CMV Crashes at Low-Clearance Underpasses

Regional Crash Trends

Yearly Variation of Crashes

Between 2020 and 2024, the total number of crashes in the PVPC region increased consistently until 2023 before experiencing a sharp decline in 2024. Total crashes increased almost by 21 percent from 2020 to 2021, potentially due to pandemic related travel restrictions. From 2021 to 2023, a consistent 2 percent yearly increase was observed. 2024 saw an almost 17 percent decline in crashes compared to 2023. **Figure 4** shows the yearly variation of crashes within the PVPC region.

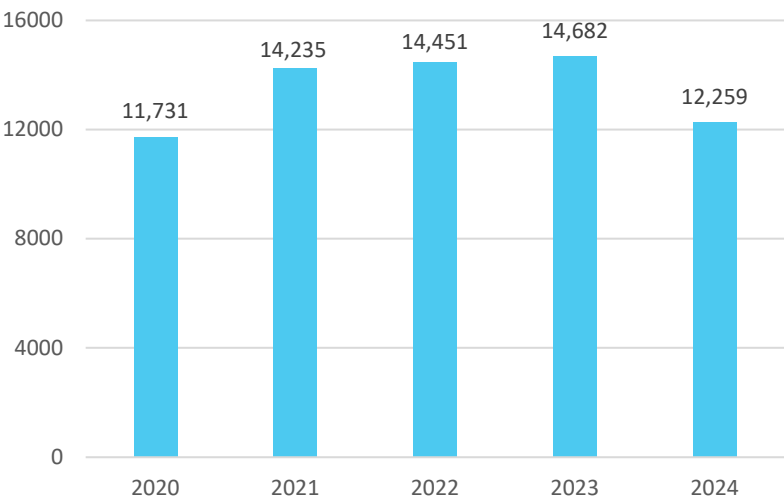


Figure 4: Total Crashes in PVPC Region

Level of Injury

Within the study period, 26 percent of crashes resulted in some level of injury. Of the injury crashes, 1 percent of crashes resulted in fatality, 7 percent of crashes resulted in serious injury, 56 percent resulted in minor injury, and 36 percent resulted in possible injury. **Figure 5** shows the crash severity for all crashes within the PVPC region.

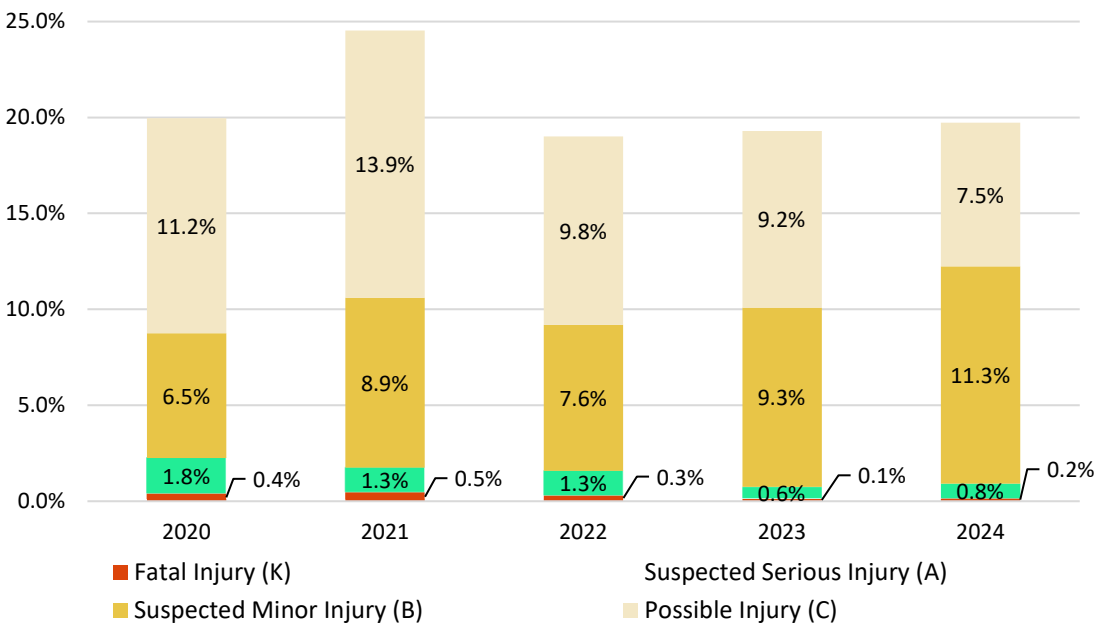


Figure 5: Level of Injury for Crashes in PVPC Region

Manner of Collisions

Of all crashes in the PVPC region, the most common types were rear-end crashes, accounting for approximately 28 percent of all crashes, followed by angle crashes (23 percent) and single-vehicle crashes (21 percent). Both rear-end crashes and angle crashes are prevalent crash types in urban areas and often associated with sudden braking at traffic lights/stop signs, failure to yield right-of-way, distracted driving, or aggressive driving. Single-vehicle crashes are more common in rural areas and often linked to speeding or aggressive driving behavior. **Figure 6** shows the manner of collisions for all crashes in the PVPC region.

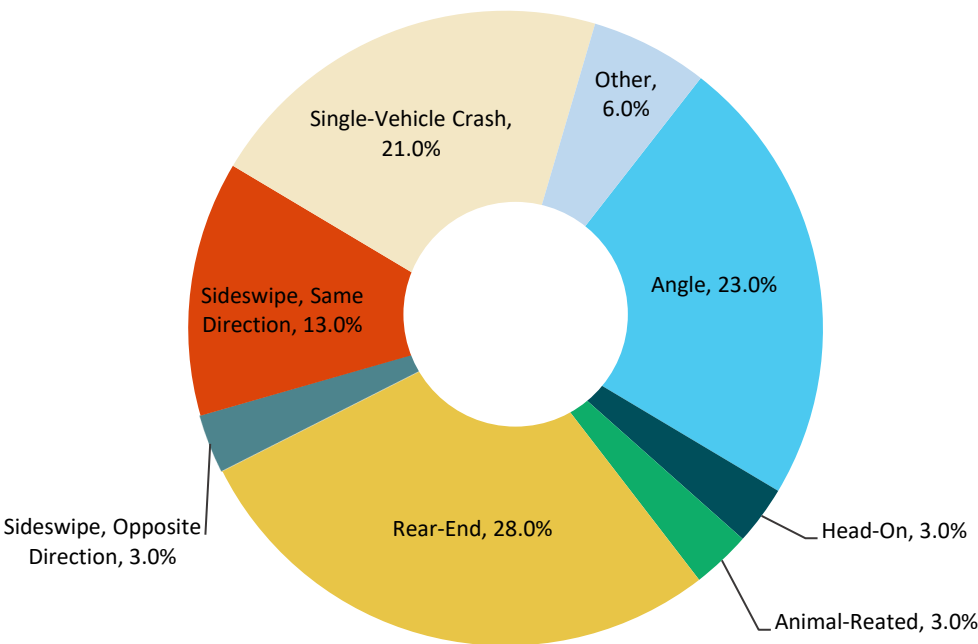


Figure 6: Manner of Collisions for Crashes in PVPC Region

Driver Age

The distribution of the total number of drivers involved in crashes in the PVPC region based on driver age is depicted in **Figure 7**. Almost 70 percent of all crashes involved drivers that were between the ages of 25 and 64. According to the crash data, drivers ages 25 to 34 were involved in the highest number of crashes, followed by drivers ages 35 to 44. This indicates that in the PVPC region, an overwhelming majority of crashes do not involve inexperienced or elderly drivers. However, younger and older drivers are often susceptible to more severe injuries if involved in a crash.

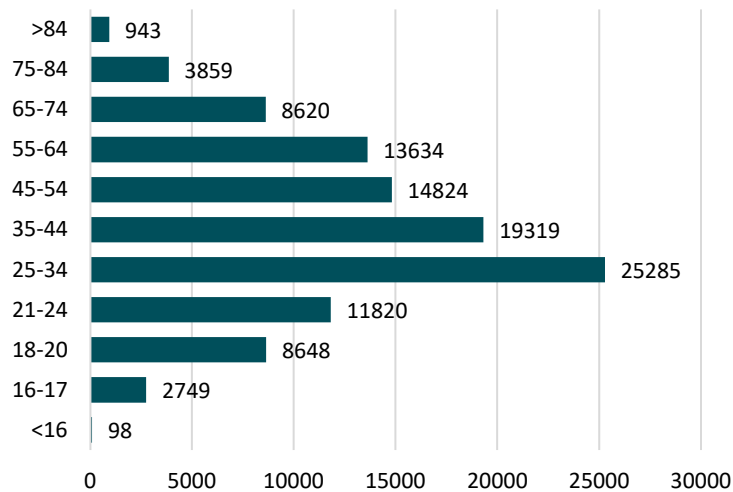


Figure 7: Total Number of Drivers Distributed by Driver Age

Fatal Crash Trends

Yearly Variation of Fatal Crashes

Between 2020 and 2024, there were 262 fatal crashes in the PVPC region. The number of reported fatal crashes increased consistently from 2020 to 2022 before decreasing in 2023, and remained unchanged for 2024. **Figure 8** shows the yearly variation of fatal crashes within the PVPC region.

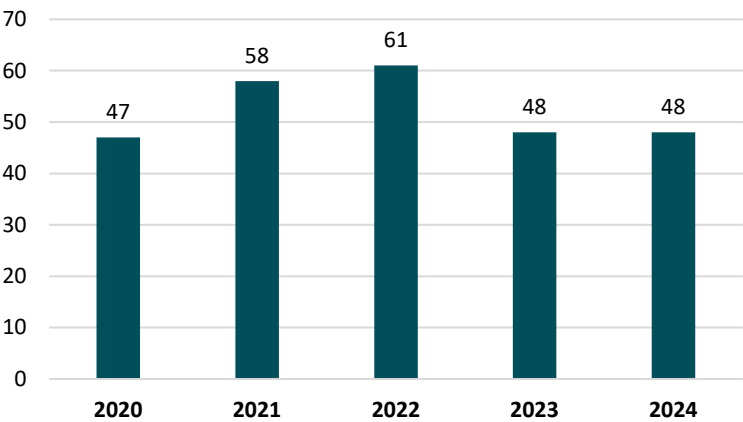


Figure 8: Fatal Crashes in PVPC Region

Manner of Collisions

The manner of collisions data for fatal crashes in the PVPC region shows that certain crash types are more prone to higher level of injury and should be addressed more critically. For example, single-vehicle crashes are the third most common crash type while considering all crashes. But they are the dominant crash type for fatal crashes, accounting for 38 percent of fatalities. Similarly, VRU crashes account for less than 5 percent of total crashes, but 25 percent of fatal crashes involve VRUs. This further highlight why VRUs are disproportionately impacted by crashes. **Figure 9** shows the manner of collisions for all fatal crashes in the PVPC region.

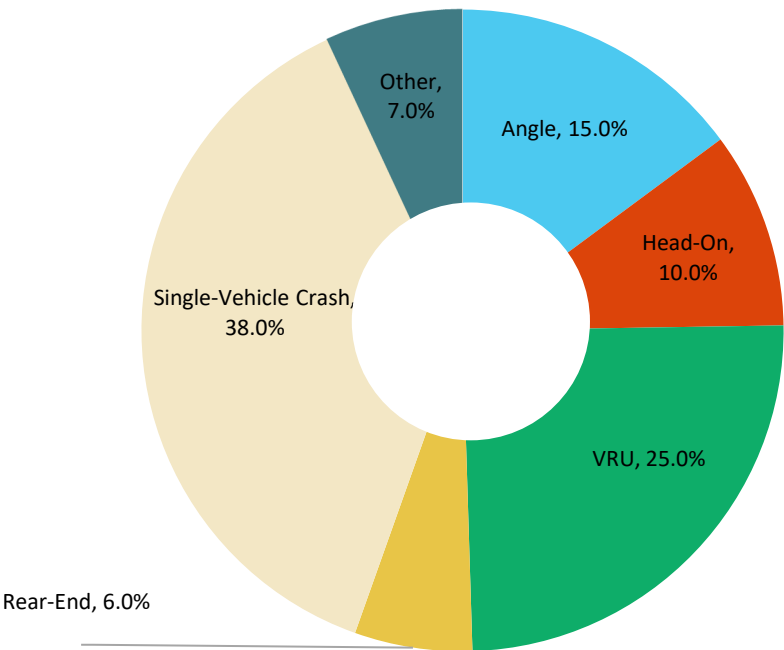


Figure 9: Manner of Collisions for Fatal Crashes

Driver Contributing Factors

Driver contributing factors identify the driver’s action prior to a crash. This data is not always available. Approximately 28 percent of the fatal crashes did not have any reported contributing factors. Speeding played a significant role in fatality, as for 22 percent of fatal crashes, drivers were speeding (either driving above the speed limit or driving too fast for conditions). **Figure 10** documents the top five factors contributing to fatal crashes.

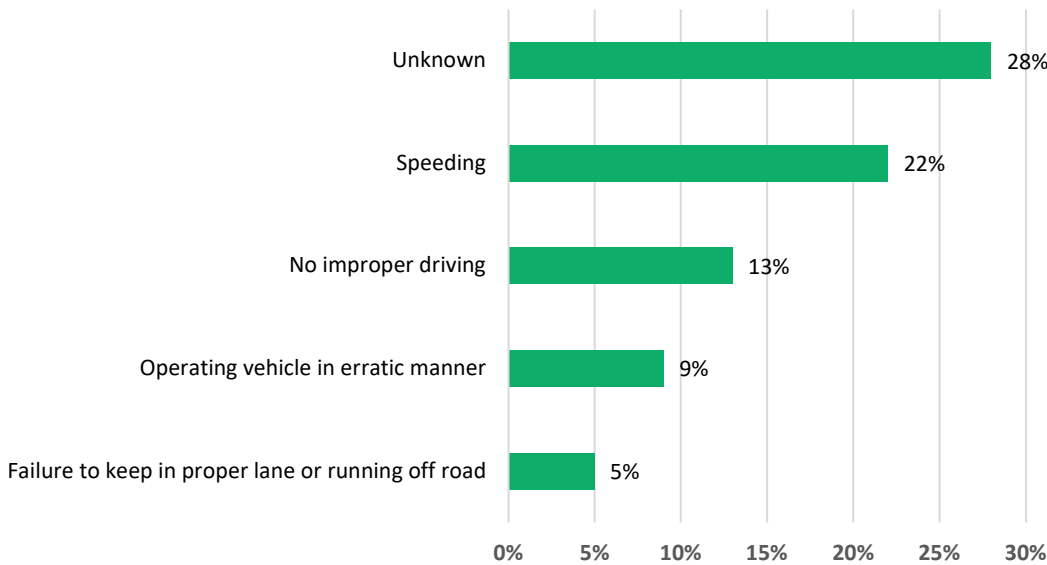
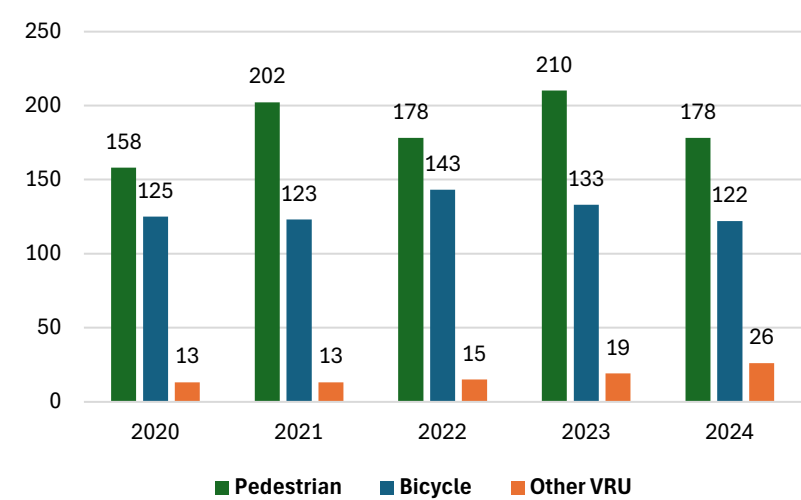


Figure 10: Top Five Driver Contributing Factors for Fatal Crashes

VRU Crash Trends

Yearly Variation of VRU Crashes



Within the PVPC region, there were 926 pedestrian crashes, 646 bicycle crashes, and 86 other VRU crashes between 2020 and 2024. The highest numbers of pedestrian crashes were observed in 2022. Bicycles crashes were high in both 2022 and 2024, and 2024 also experienced the highest number of other VRU crashes. **Figure 11** shows the VRU crashes in the PVPC region.

Figure 11: VRU Crashes in PVPC Region

Level of Injury

Overall, approximately 26 percent of crashes resulted in some level of injury and 69 percent of crashes had no reported injury. The numbers are drastically different while considering VRU crashes. Most VRU crashes cause some level of injury, as seen on **Figure 12**. Only 12 percent of pedestrian crashes, 17 percent of bicycle crashes, and 31 percent of other VRU crashes resulted in no injury. VRU crashes that resulted in fatal or serious injury account for 20 percent of all pedestrian crashes, 9 percent of all bicycle crashes, and 13 percent of all other VRU crashes.

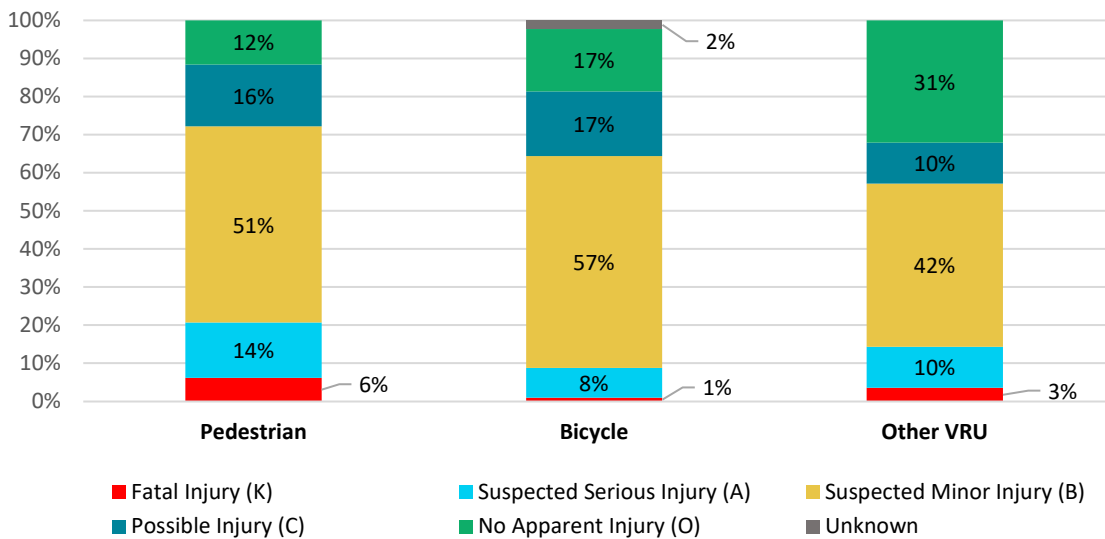
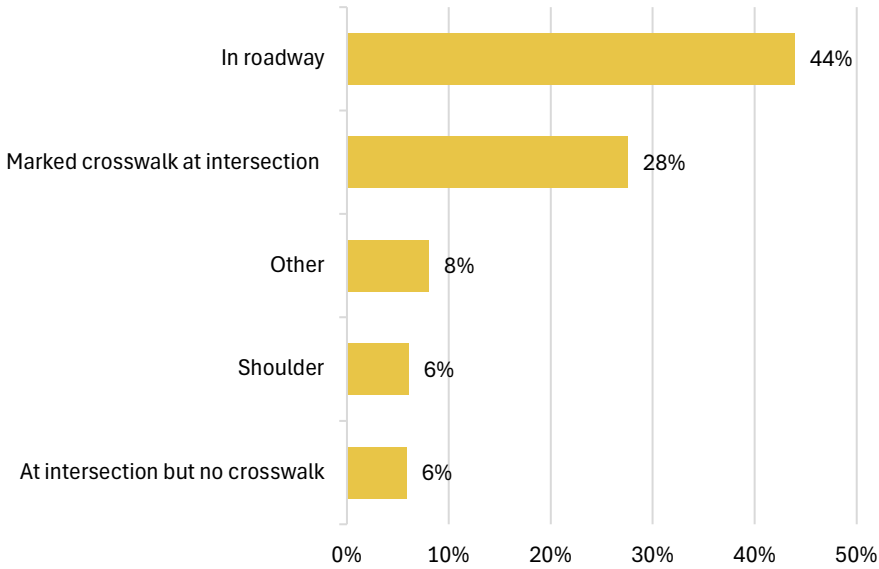


Figure 12: Level of Injury for VRU Crashes

VRU Locations



As shown in **Figure 13**, 44 percent of the VRU crashes took place in the roadway, meaning outside of intersections. Twenty-eight percent of VRU crashes happened at intersections with marked crosswalk, and 6 percent occurred at intersections without a crosswalk.

Figure 13: VRU Locations

Safety Performance Measures

The Fixing America’s Surface Transportation (FAST) Act requires MPOs, in collaboration with the state department of transportation (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 states’ multimodal transportation systems. 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 summarizes Massachusetts’ five safety targets that the FAST Act requires the state DOT and MPOs to compile and update annually. The Pioneer Valley MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2026. In setting these targets, MassDOT has followed Federal Highway Administration (FHWA) guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) to calculate five-year rolling average trend lines for all FHWA-defined safety measures.

Table 7: Massachusetts Safety Performance Measure Targets

Performance Measure	CY 2026 Target (2022–2026 Average)
Total Number of Fatalities	357
Rate of Fatalities per 100 million VMT	0.56/100 million VMT
Total Number of Serious Injuries	2562
Rate of Serious Injuries per 100 million VMT	4.04/100 million VMT
Total Number of Non-Motorized Fatalities and Serious Injuries	512

The data for 2023, 2024, and 2025 were not finalized in the statewide crash data reporting system (IMPACT) during the time of this analysis; therefore, there is a possibility that the numbers might change.

Total Fatalities and Rate of Fatalities

Figure 14 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 shows an increasing trend over the past decade, especially after 2020. The fatalities in the PVPC region increased after 2020 due to lingering effects of the COVID-19 pandemic. Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the pandemic’s lingering impacts in 2021 and 2022, roadway fatalities increased relative to previous years. The PVPC region experienced a higher spike of fatalities than the state due to a higher reduction in VMT. The fatality

numbers and rates for the Commonwealth also show an upward pattern after 2020 but its fatality rates are lower than those of the PVPC region.

Since 2023, both the fatality numbers and crash rates are showing a downward pattern for the PVPC region. With continued investments by the Commonwealth and by PVPC and collaboration among all stakeholders, it is hoped that the downward trend will continue. The state’s five-year rolling average target for 2022 to 2026 is 357 total fatalities and 0.56 fatalities per 100 million VMT.

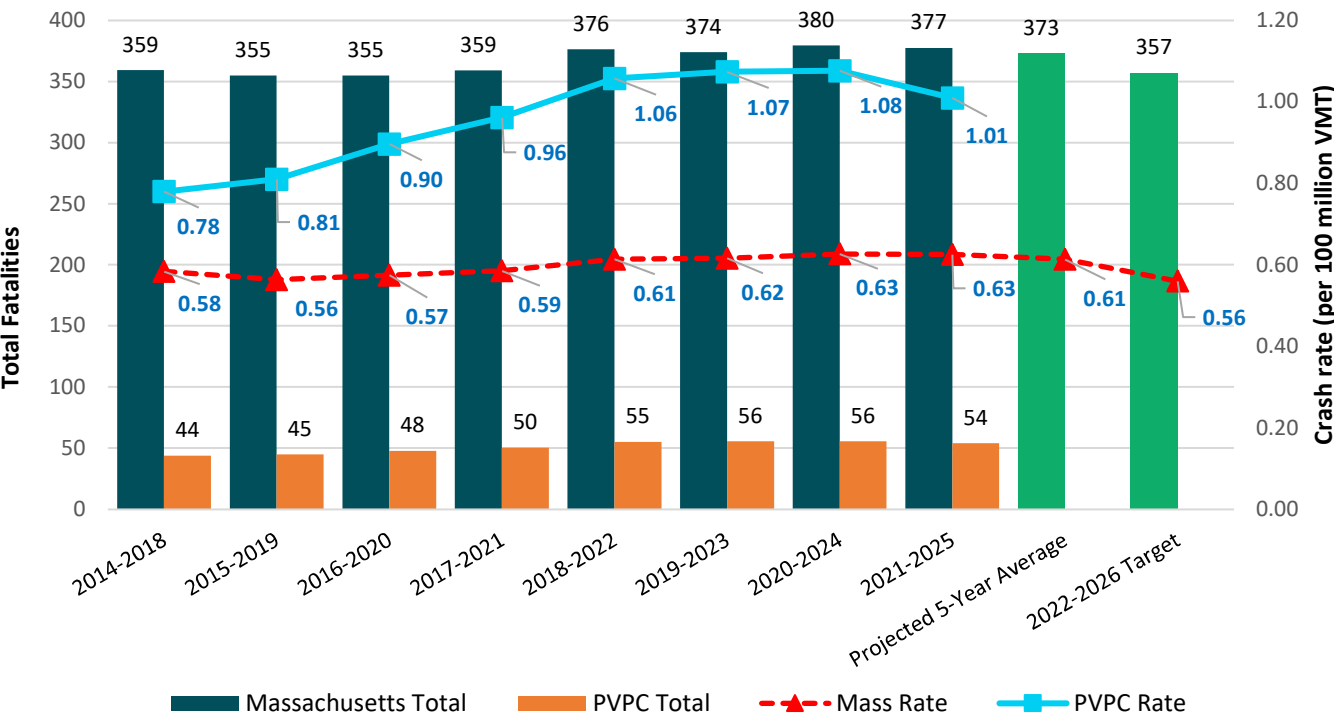


Figure 14: Total Fatalities and Corresponding Crash Rates (Five-Year Averages)

Total Serious Injuries

Figure 15 shows five-year rolling averages of state and PVPC regional performance on serious injuries and corresponding crash rates, as well as the state’s targets. Similar to fatalities, decreased VMT due to pandemic shutdowns in 2020 and the pandemic’s lingering effects in 2021 and 2022 impacted the serious injury numbers and resulted in a higher spike within the PVPC region compared to the state. Based on the crash projection, serious injuries are following a downward pattern. The state’s five-year rolling average target for 2022 to 2026 is 2,562 total serious injuries and 4.04 serious injuries per 100 million VMT.

Non-Motorized Fatalities and Injuries

The combined fatalities and injuries related to non-motorized modes for the Commonwealth and the PVPC region are shown in Figure 16. The number of non-motorized fatalities and serious injuries has shown an upward pattern in recent years both statewide and in the PVPC region. The rolling averages of non-motorized fatalities and serious injuries were trending downward until 2021 statewide but

began an increasing trend from 2022. Again, the PVPC region follows the same trends for these targets as the rest of Massachusetts.

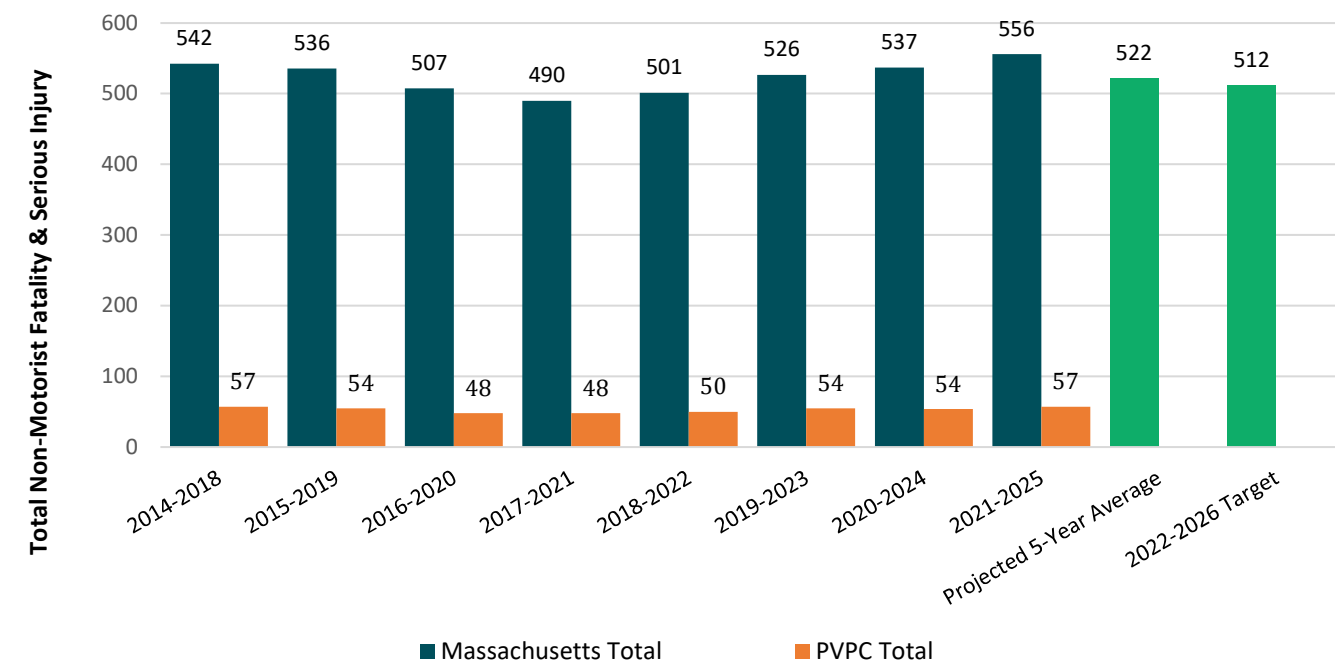


Figure 16: Combined Non-Motorized Fatalities and Serious Injuries (Five-Year Averages)

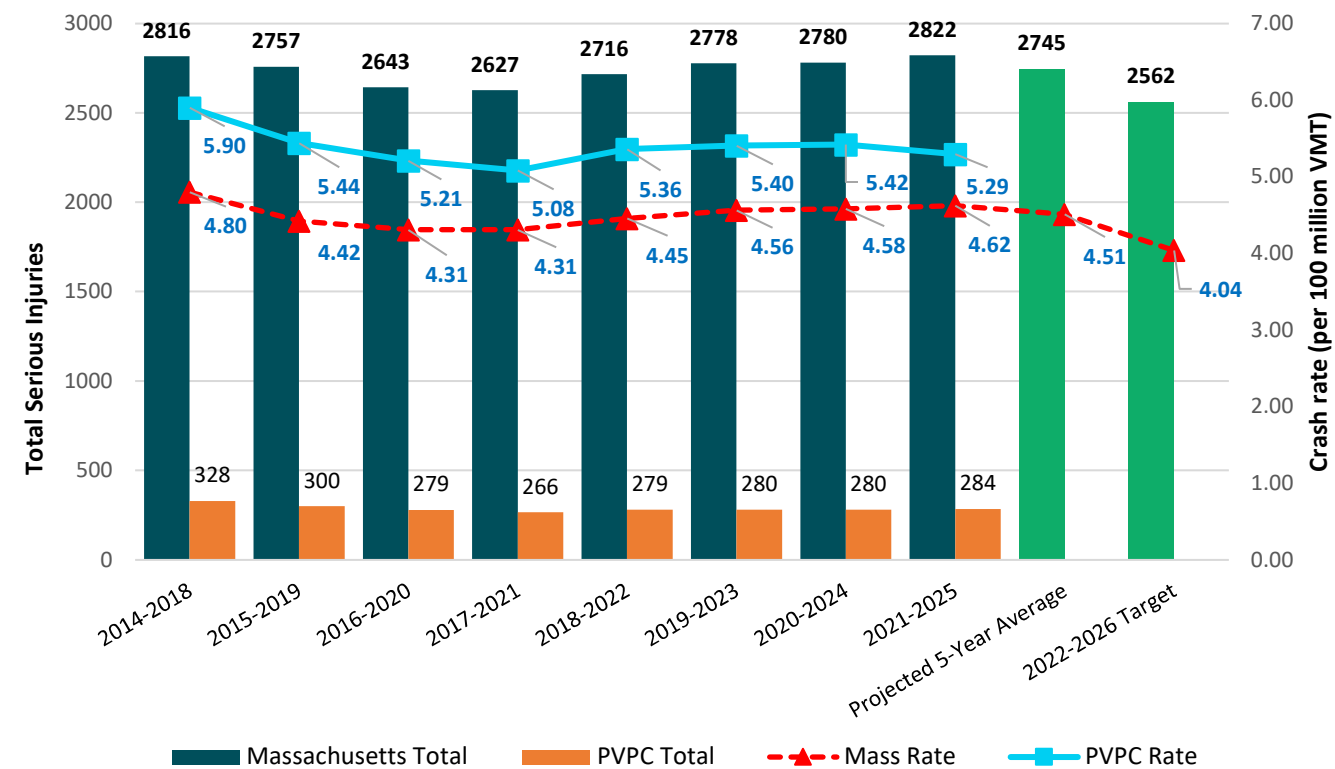


Figure 15: Total Serious Injuries and Corresponding Crash Rates (Five-Year Averages)

Safety Initiatives in PVPC Region

Transportation safety is a central priority of PVPC. PVPC works closely with MassDOT to identify, evaluate, and prioritize high-crash locations for transportation projects that reduce crashes, prevent injuries, and save lives across the PVPC region. In collaboration with MassDOT and local communities, these locations are then considered for safety-focused improvements, including intersection redesigns, traffic signal upgrades, pedestrian and bicycle accommodations, access management, and roadway configuration changes (such as road diets or turn lanes). This process ensures that limited transportation funds are directed toward projects that provide the greatest safety benefits. Through these efforts, PVPC aims to create a transportation system that is safer and more accessible for all users while supporting broader regional goals related to equity, mobility, and quality of life.

Top 100 High-Crash Intersections

PVPC prepares an independent list of high-crash locations using MassDOT crash data. This regional analysis identifies intersections with the highest EPDO scores, a measure that weights crashes by severity so that collisions involving injuries or fatalities receive greater emphasis. PVPC's regional GIS system is used to accurately map crash locations and group closely spaced intersections into clusters. The first edition of this report was completed in 2008, with two subsequent updates, the most recent in 2016. The resulting data has supported local communities in sustainability and livability planning and has been instrumental in advancing Complete Streets initiatives across the PVPC region.

Roadway Safety Audits

A Roadway Safety Audit (RSA) is a formal safety review of an existing or planned roadway or intersection. In an RSA, an independent, multidisciplinary team examines the location to identify potential safety issues and recommend opportunities for improvement. RSAs are now an integral component of the Highway Safety Improvement Program (HSIP), and completion of an RSA is required for HSIP-eligible projects. PVPC participates in all RSAs conducted in the PVPC region and collaborates with MassDOT and local police departments to provide the most recent crash records, as well as relevant traffic volume and congestion data, for the audit team's analysis. Between 2015 and 2019, 30 RSAs were completed in the Pioneer Valley region.

Transportation Safety Studies

As part of PVPC's Unified Planning Work Program (UPWP), locations in the PVPC region with a history of safety concerns are identified for targeted traffic studies. This work relies on crash data from MassDOT's crash database as well as local police departments. PVPC collaborates with the host community to develop recommendations to enhance safety, supporting both near-term improvements and the documentation needed to pursue funding for longer-term projects. In identifying candidate locations, PVPC draws on resources such as the Top 100 High Crash Intersections Report and Safety Compass, and all safety studies are coordinated with MassDOT and the Joint Transportation Committee (JTC).

Vision Zero

PVPC supports “Vision Zero” and related “Toward Zero Deaths” efforts by helping communities systematically work toward eliminating traffic fatalities and serious injuries on the PVPC region’s roadways. Through its transportation planning program, PVPC uses crash data analysis, safety performance measures, and network screening to identify high-crash corridors and intersections, then undertakes road safety audits, corridor and intersection studies, and pedestrian and bicycle safety assessments to diagnose problems and develop targeted countermeasures. PVPC also integrates Vision Zero principles into initiatives like Safe Routes to School, Complete Streets planning, and regional transportation safety plans, aligning local projects with state and federal safety goals. The Pioneer Valley MPO formally adopted a Vision Zero policy in 2023. In 2026, PVPC updated its Vision Zero goal to achieve zero roadway fatalities and serious injuries by 2050. Pioneer Valley’s MPO will work towards this goal by applying the Safe System Approach into daily practice.

Complete Streets

A “Complete Street” improves livability by improving public safety, increasing usable public space, and making it easier for all modes of travel to share the street. It also creates a more welcoming environment for local businesses. Massachusetts launched the Complete Streets program in 2014. Many Pioneer Valley communities are actively participating in the program and have committed to transforming the region’s roads and streets to make them safe and comfortable for all road users. This has encouraged more people to walk, bike, and use transit instead of driving a single-occupant vehicle. PVPC advocates a Complete Streets approach as part of its transportation planning activities. In 2016, MassDOT launched the Complete Street Funding Program to incentivize municipal best practices in Complete Streets policy and implementation. As of 2023, 18 communities have adopted Complete Streets Policies. Locally, many Pioneer Valley communities have followed MassDOT’s lead by incorporating Complete Streets concepts into the planning and design of local road projects.

Safe Routes to School

Massachusetts Safe Routes to School (SRTS) encourages children and families to use healthy, active travel options—primarily walking and bicycling—for school trips, with the goals of decreasing traffic congestion, air pollution, and vehicle conflicts near schools. In the Pioneer Valley, 109 schools participate, benefiting from education for students, parents, and community members on the advantages of walking and biking, as well as financial support for sidewalks, crosswalks, traffic calming, and additional construction funding through the SRTS Infrastructure Program. Local examples include infrastructure improvements at Roberta G. Doering Middle School and Robinson Park Elementary School in Agawam, participation by Rebecca M. Johnson Visual and Performing Arts Elementary School in Springfield, and the installation of bike racks in Springfield funded by a Live Well Springfield Community Transformation Grant. Statewide, SRTS supports initiatives such as the Walking School Bus, Footloose Fridays, Fuel Up to Play, and other educational and awareness campaigns, and provides services including safety training, classroom visits and curriculum support, presentations for parents and community groups, special events and encouragement programs, free incentives to promote walking and biking, planning assistance and infrastructure improvements, and summer programs focused on safe, active transportation.

Town Profiles

PVPC developed town profiles for each of the 43 municipalities within the PVPC region. These profiles identify the critical safety issues for each municipality. In addition to crash trends, the top crash intersections have been identified for each municipality and included in the profiles.

In addition to the town profiles included in this report, an interactive dashboard—the [PVPC Community Safety Plan](#)—is also available for the PVPC communities that documents the same information.

How to Read the Town Profiles

1. The town profiles document the total number of crashes within a municipality between 2020 and 2024.
2. The GIS map on the first page of each profile is a visual representation of these crashes, which are categorized by level of injury. The map also highlights VRU crashes, speeding-related crashes, and high-crash intersections.
3. VRU crashes are defined as:
 - ✓ **Bicycle Crashes**
Crashes Involving Bicyclist, Hand Cyclist, Non-Motorized Scooter, Tricyclist
 - ✓ **Pedestrian Crashes**
Crashes Involving Pedestrian, Roadway/Utility Worker Outside of Vehicle
 - ✓ **Other VRU Crashes**
Crashes Involving Persons Using Electronic Assistive Device, Motorized Scooter/Bicycle, Skateboarder, Other, Unknown
4. The overview box on the profiles' first page gives summaries of crash rate/1,000 population, fatal crashes, VRU crashes, VRU fatal crashes, single-vehicle crashes, and speeding-related crashes. These categories were chosen based on PVPC's and the municipalities' preferences.
5. The key trends box on the profiles' first page elaborates on the trends observed within the study period. It highlights trends such as what percentage of crashes resulted in injury, where the crashes predominantly occurred, the leading crash type, the most common crash type for fatal crashes, and the most common lighting or surface condition for the majority of crashes. If any of these trends have more than one dominant category, those categories are documented with individual percentages.
6. Regarding the high-crash intersections table on the profiles' first page, for some municipalities, it was not possible to identify the top five high-crash locations. In those cases, a listing of all the intersection crashes or injury crash locations is provided.
7. The second page of the profiles provides several useful charts to help readers understand the municipalities' key safety issues, such as number of crashes by level of severity, manner of collision, roadway classification, crash location, VRU crashes, top five driver contributing factors, top five first harmful events, and speeding-related crashes by level of injury.

CITY/TOWN NAME: AGAWAM

Crash Statistics Over a Five-Year Period (2020–2024)



2020–491	2021–632	2022–631	2023–674	2024–654
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Overview

- Annual Crashes/1,000 Population – **21**
- Total Fatal Crashes – **9**
- Total Vulnerable Road User Crashes – **44**
- Total Vulnerable Road User Fatalities – **0**
- Total Single-Vehicle Crashes – **634**
- Total Speeding-Related Crashes – **118**

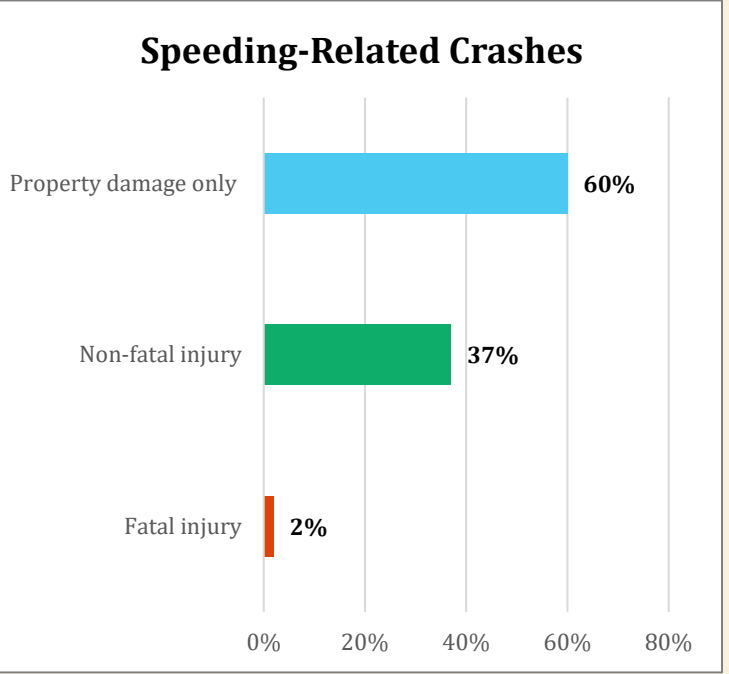
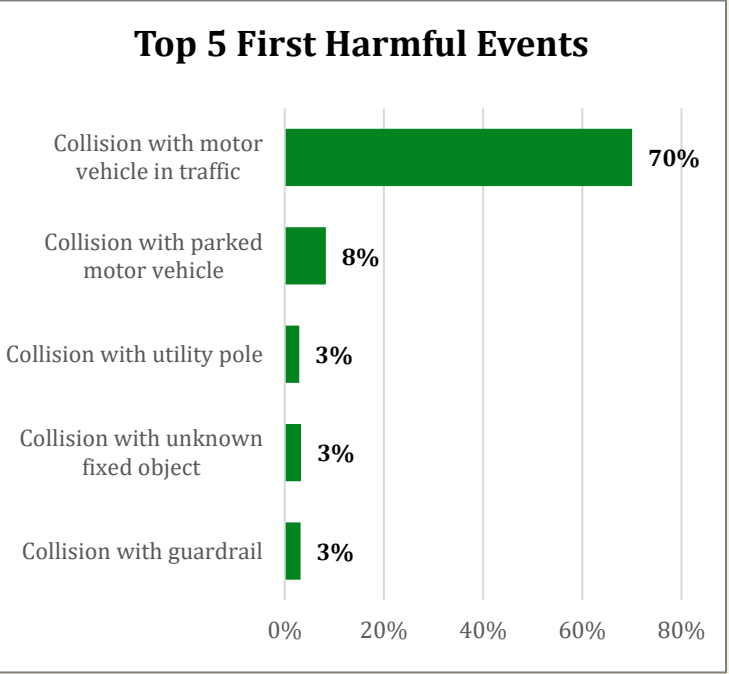
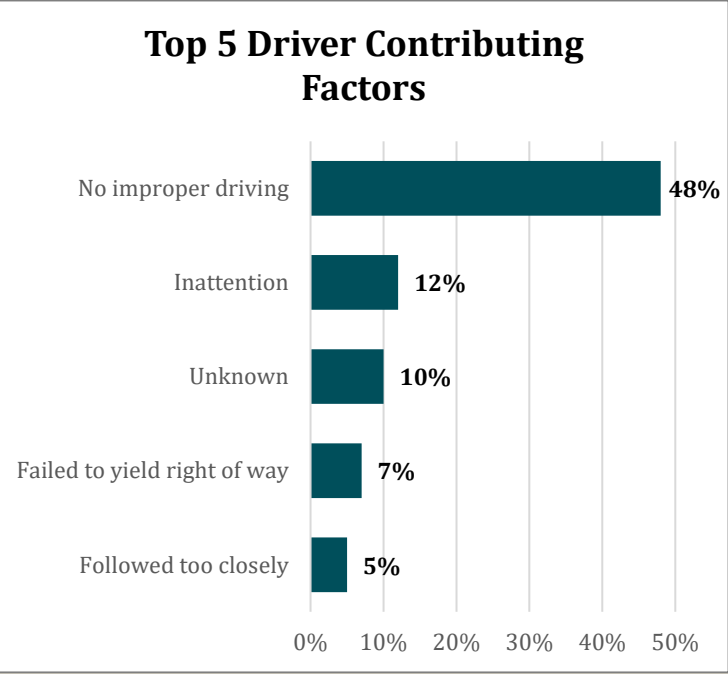
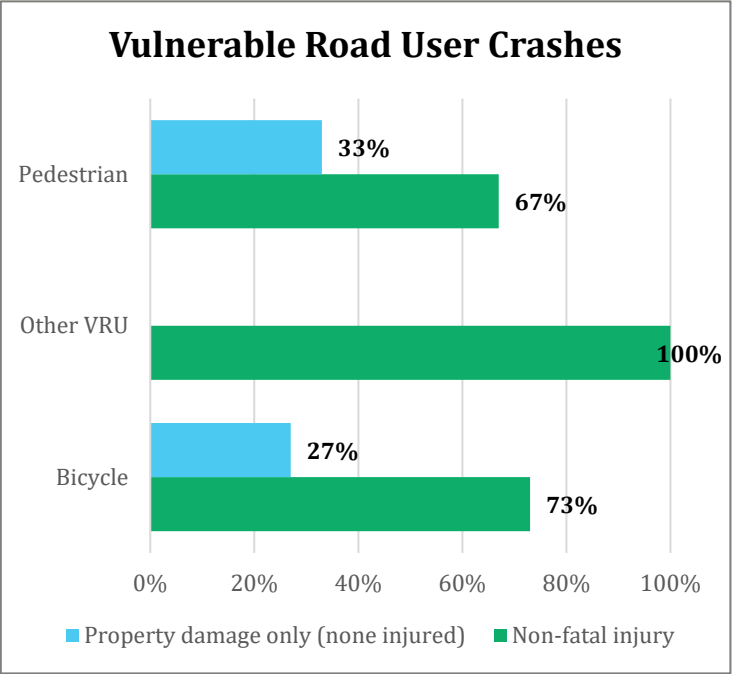
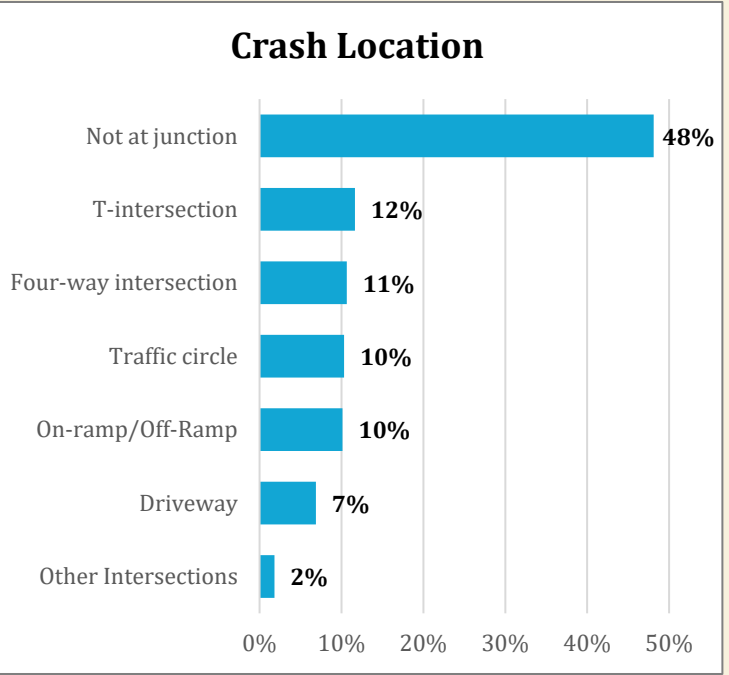
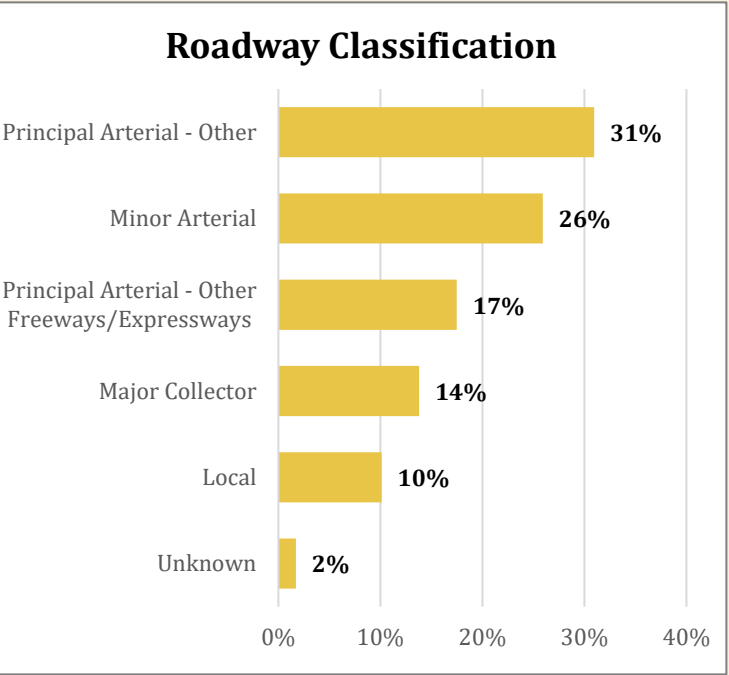
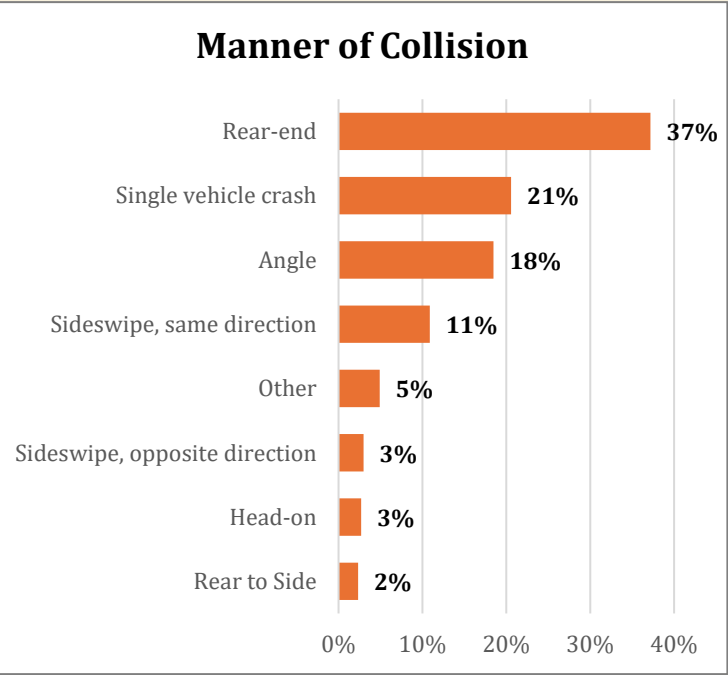
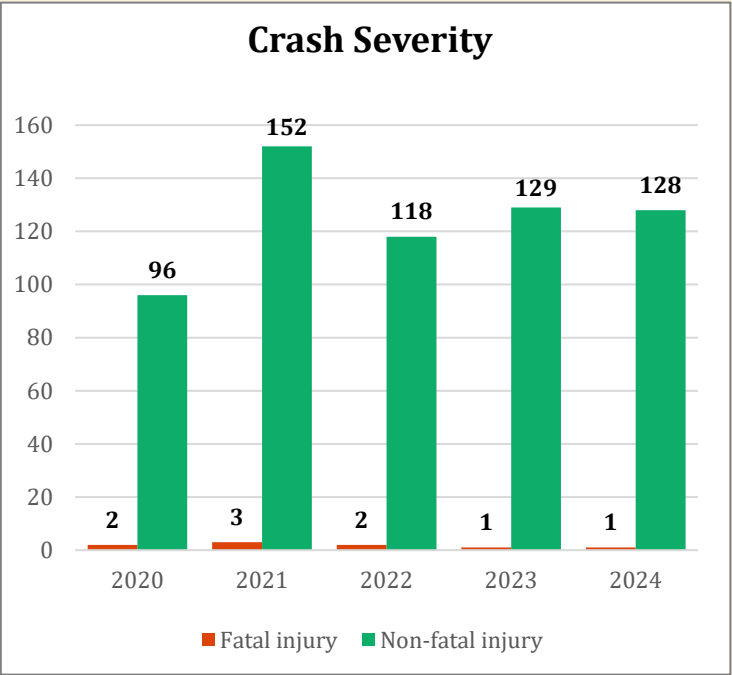
Key Trends

- **21%** of crashes resulted in injury.
- **56%** of the fatal crashes were single-vehicle crashes.
- **31%** of crashes happened on principal arterials.
- **37%** of crashes were rear-ends.
- **73%** of crashes occurred in daylight.
- **82%** of crashes occurred on dry surface conditions.

High-Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Route 5/57 Ramp to Route 5 SB/57 EB and Agawam Rotary	337	1498
2.	Agawam Rotary	128	555
3.	Meadow Street, Route 5 SB Ramp to Route 57 and Agawam Rotary	83	328
4.	Springfield Street, Main Street and Suffield Street	68	323
5.	Springfield Street, Southwick Street and N. Westfield Street/S. Westfield Street	102	295

CITY/TOWN NAME: AGAWAM

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: AMHERST

Crash Statistics Over a Five-Year Period (2020–2024)



2020–243	2021–288	2022–347	2023–350	2024–370
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Overview

- Annual Crashes/1,000 Population – 8
- Total Fatal Crashes – 4
- Total Vulnerable Road User Crashes – 69
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 364
- Total Speeding-Related Crashes – 35

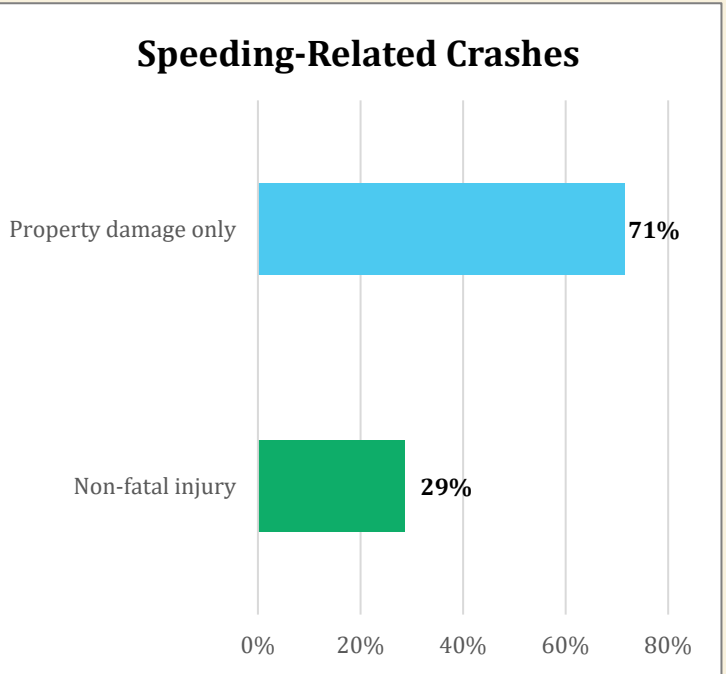
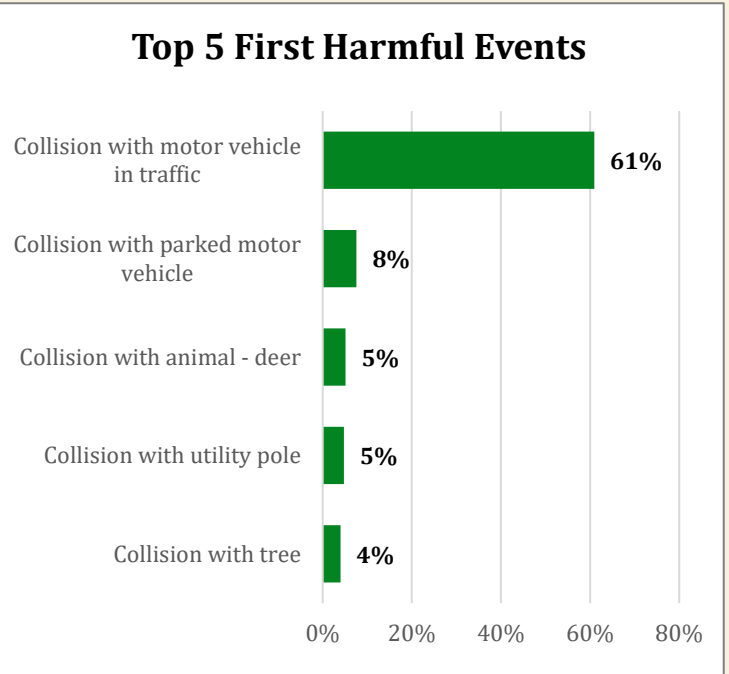
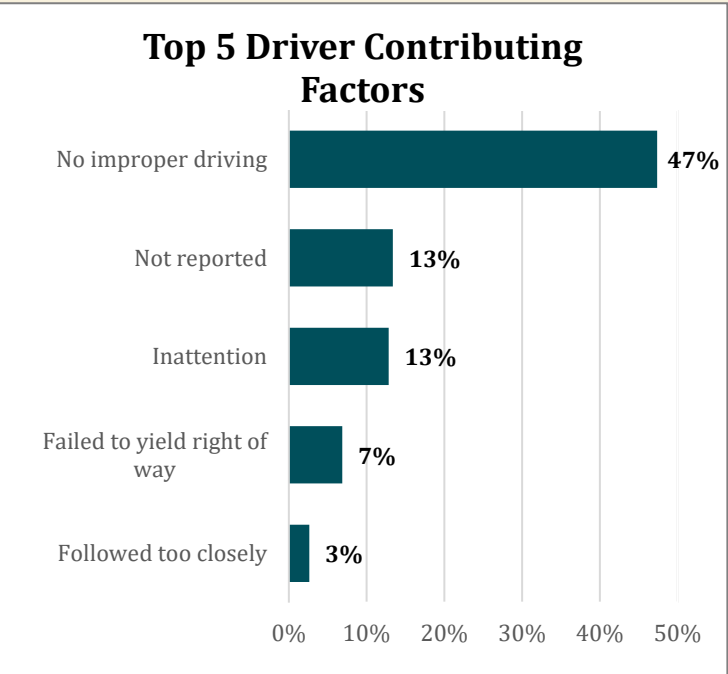
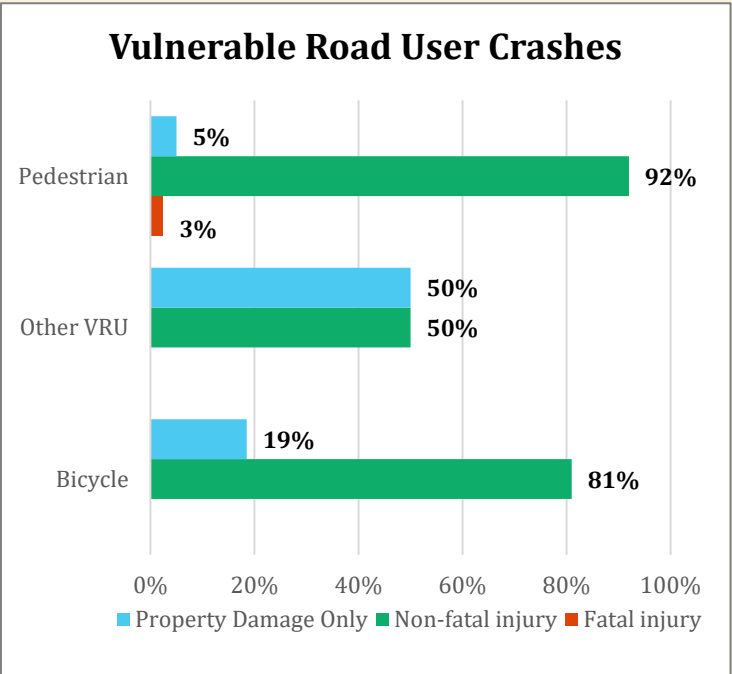
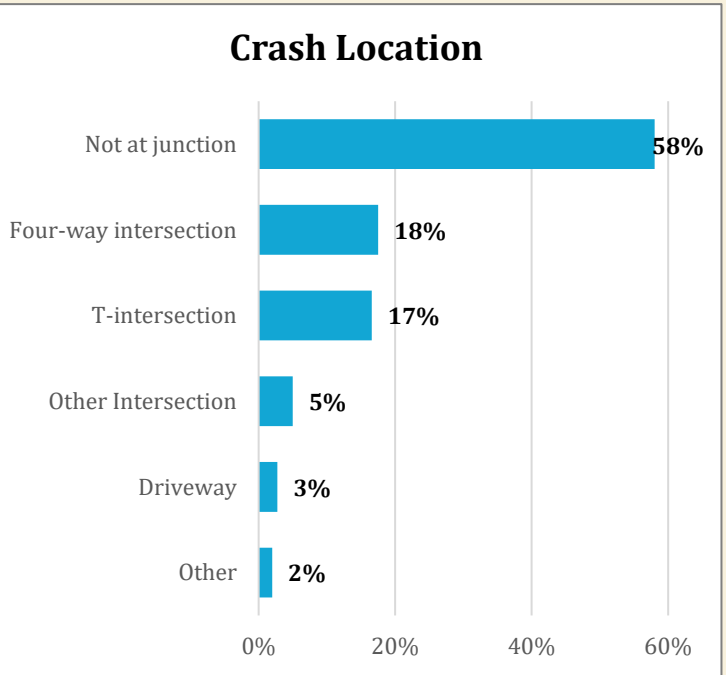
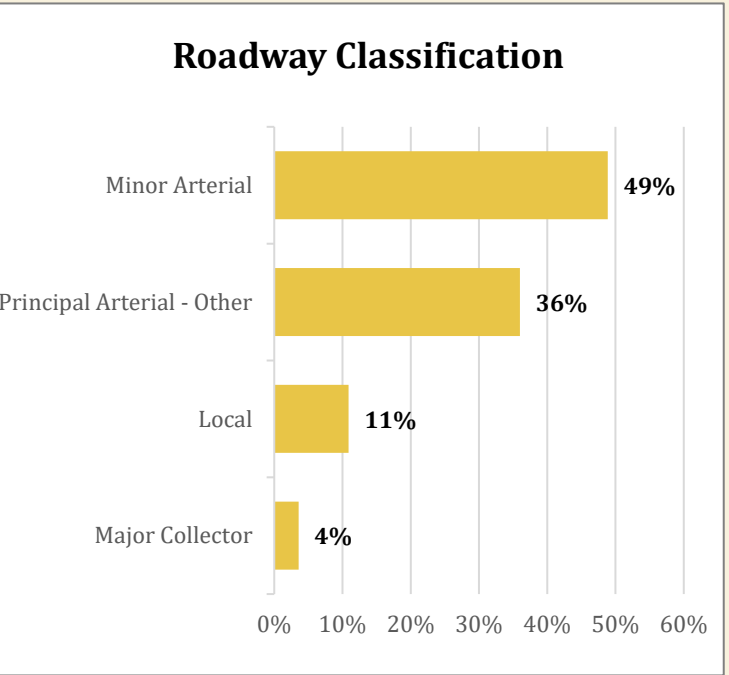
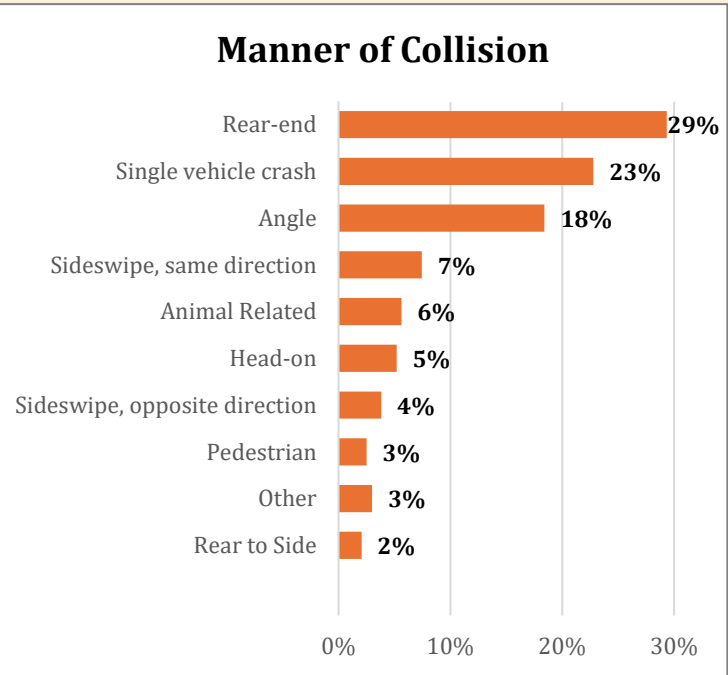
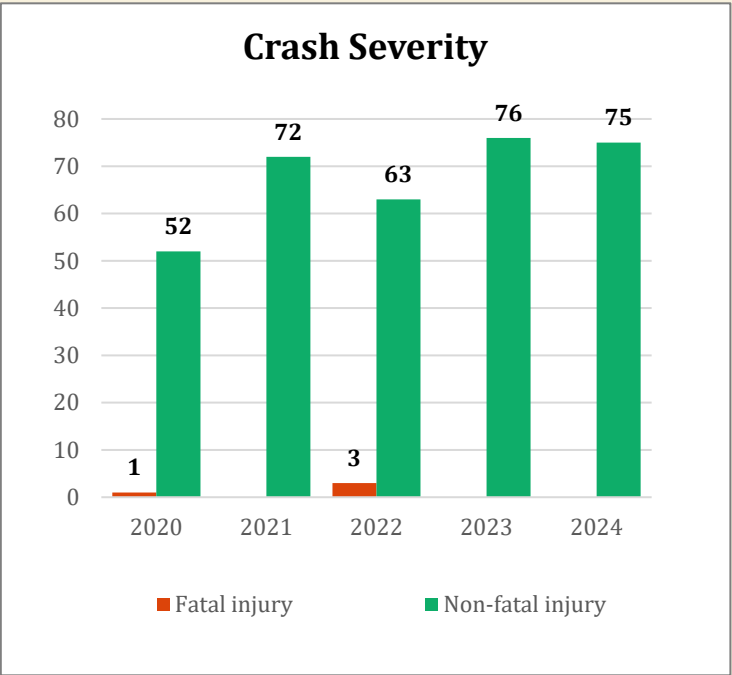
Key Trends

- 21% of crashes resulted in injury.
- 50% of the fatal crashes were head-on crashes.
- 49% of crashes happened on minor arterials.
- 29% of crashes were rear-ends.
- 65% of crashes occurred in daylight.
- 77% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Snell Street, University Drive and Northampton Road	37	236
2.	University Drive, N. University Drive and Amity Street	33	175
3.	N. Pleasant Street, Montague Road, Pine Street and Meadow Street	35	166
4.	E. Pleasant Street and Strong Street	7	162
5.	S. Pleasant Street, Northampton Road and College Street	29	162

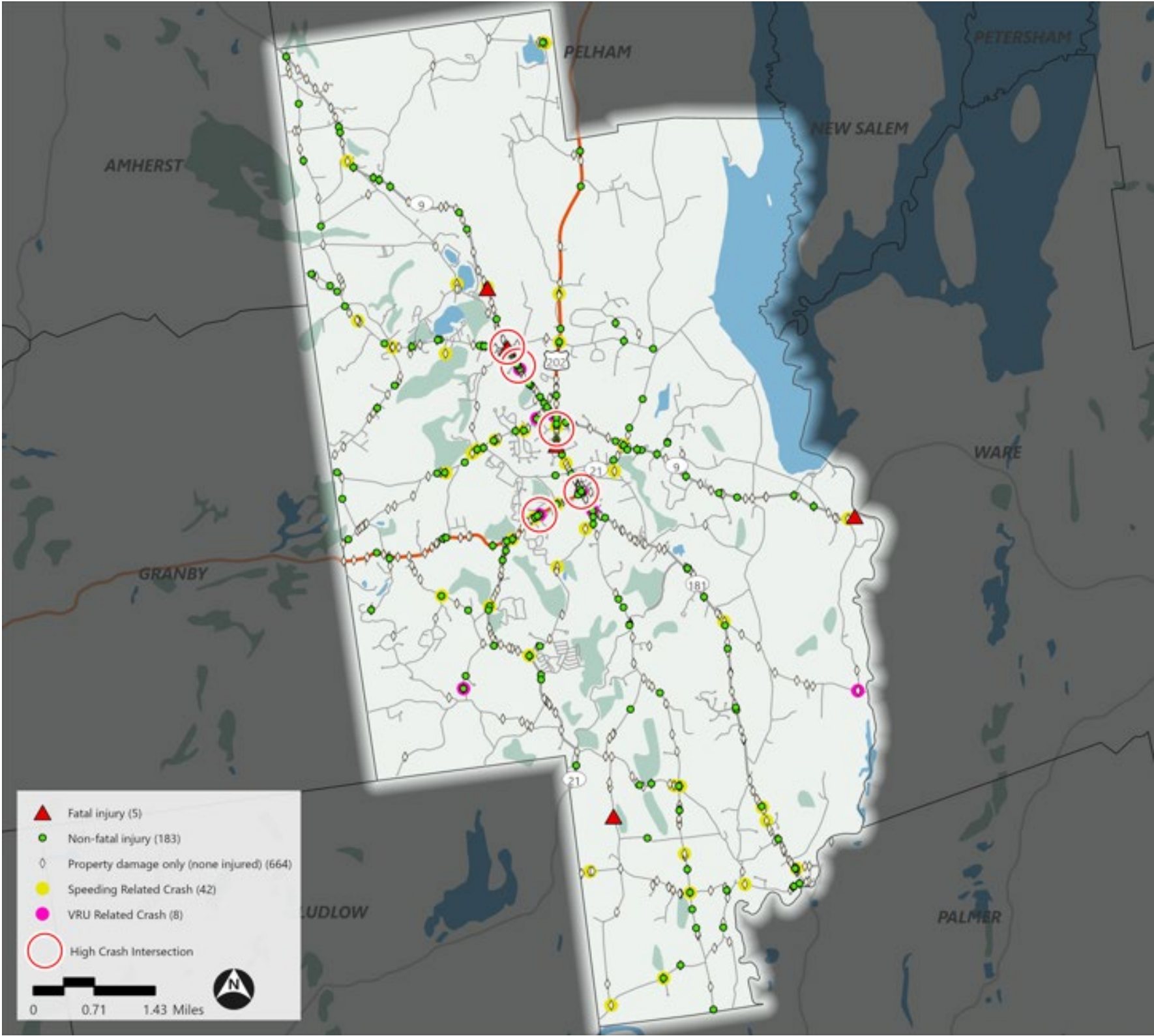
CITY/TOWN NAME: AMHERST

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: BELCHERTOWN

Crash Statistics Over a Five-Year Period (2020–2024)



2020–159	2021–203	2022–116	2023–188	2024–201
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Overview

- Annual Crashes/1,000 Population – **11**
- Total Fatal Crashes – **5**
- Total Vulnerable Road User Crashes – **8**
- Total Vulnerable Road User Fatalities – **0**
- Total Single-Vehicle Crashes – **371**
- Total Speeding-Related Crashes – **42**

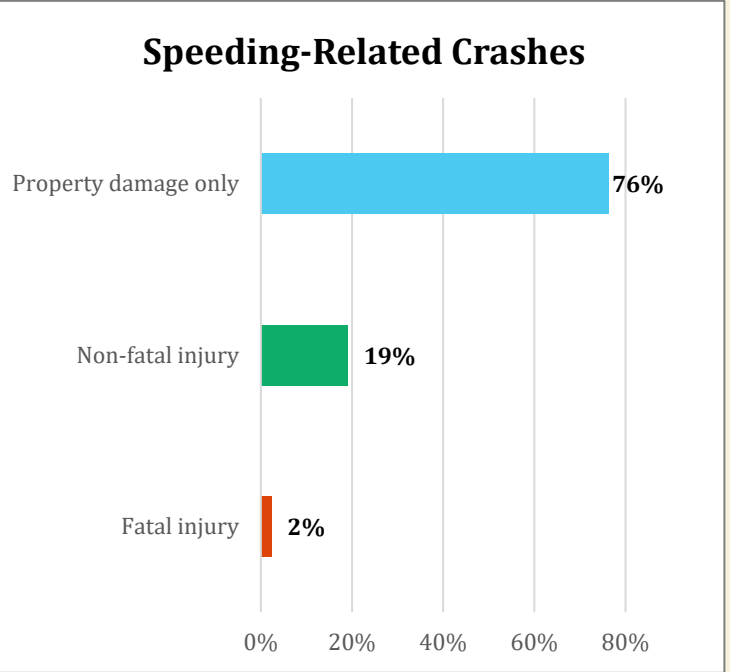
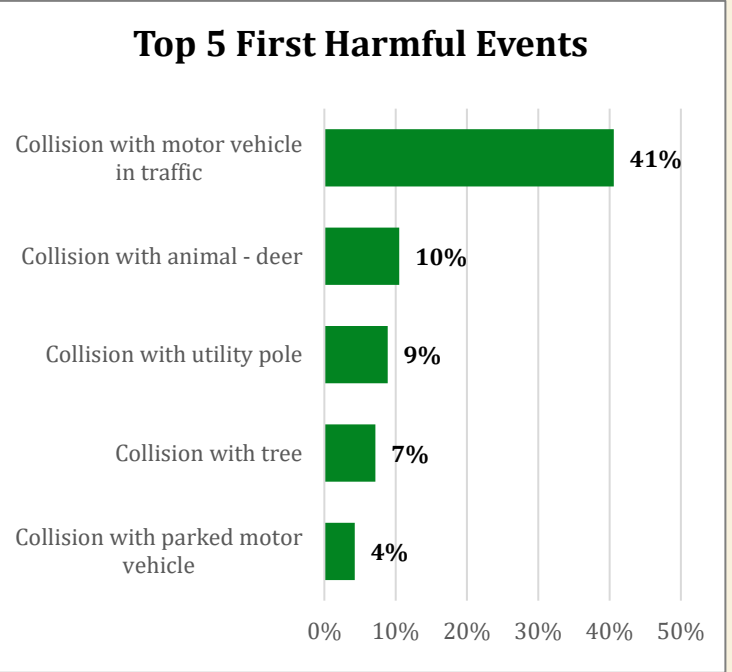
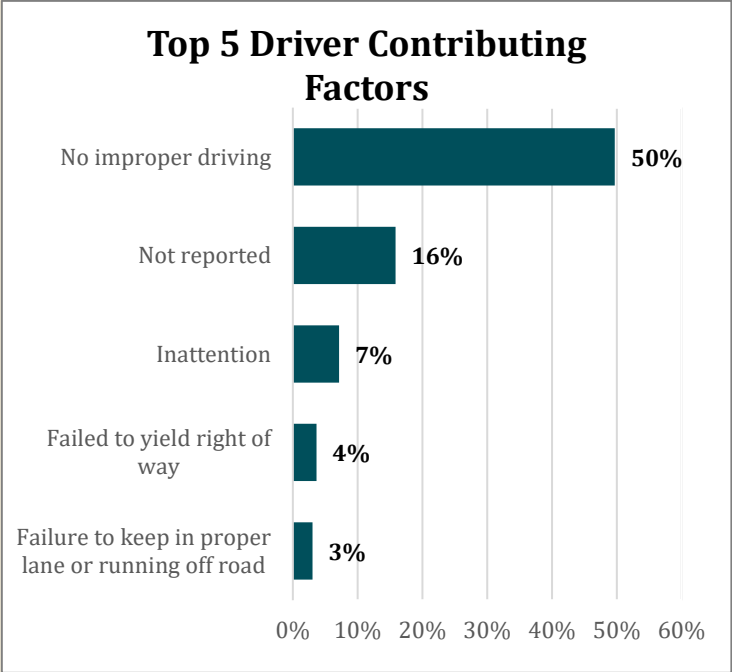
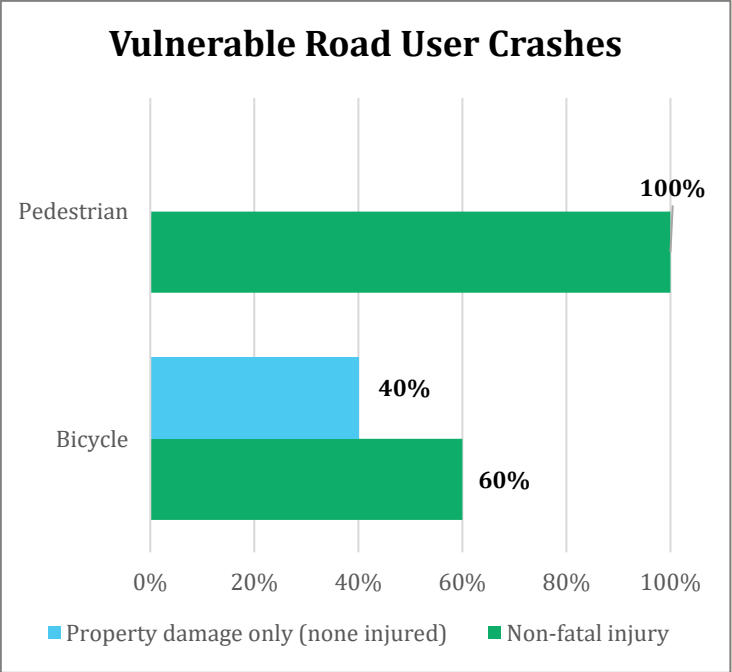
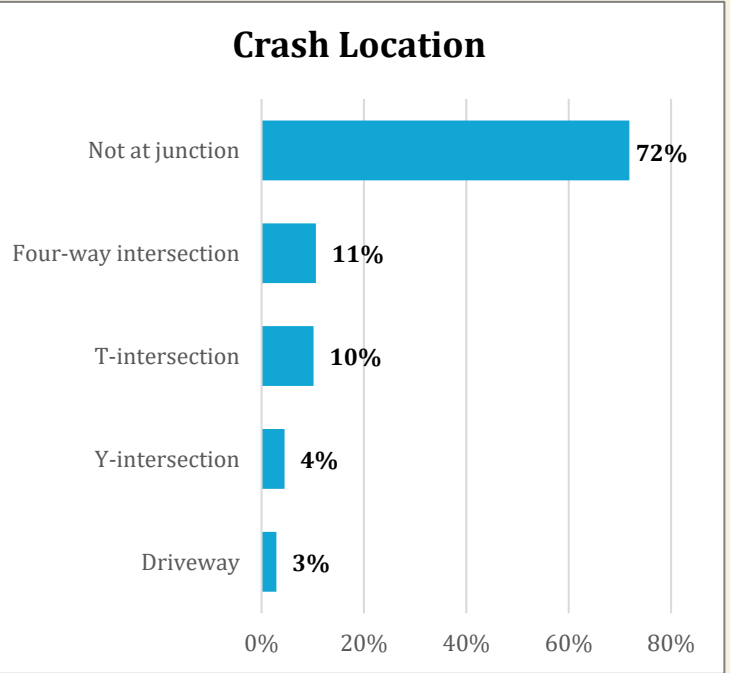
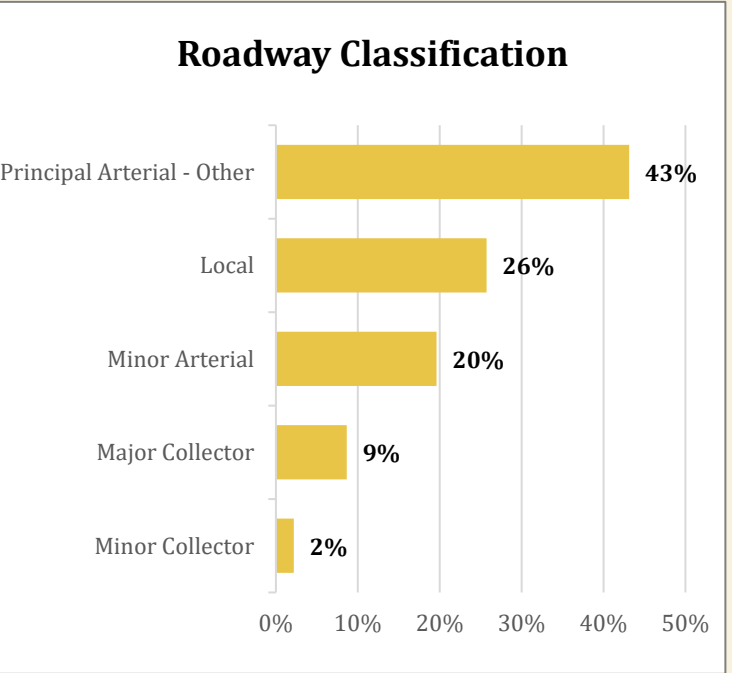
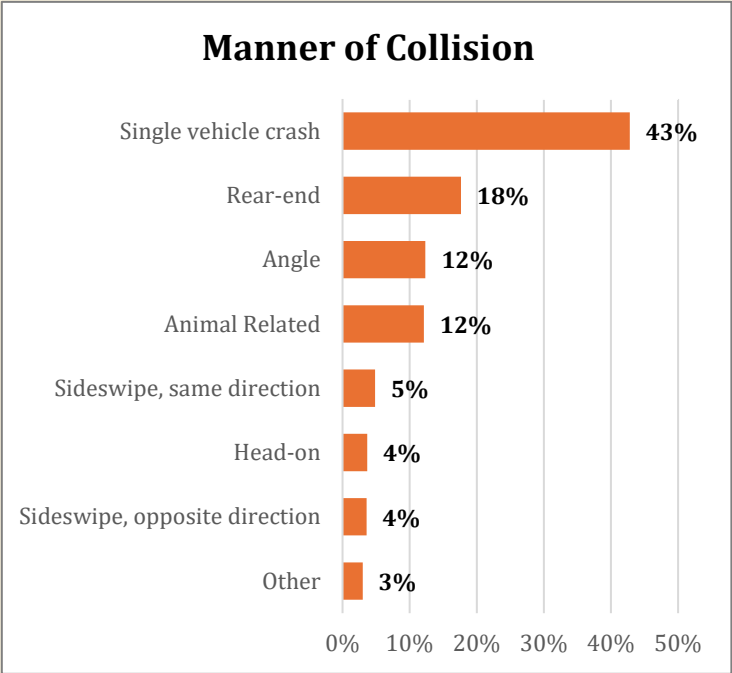
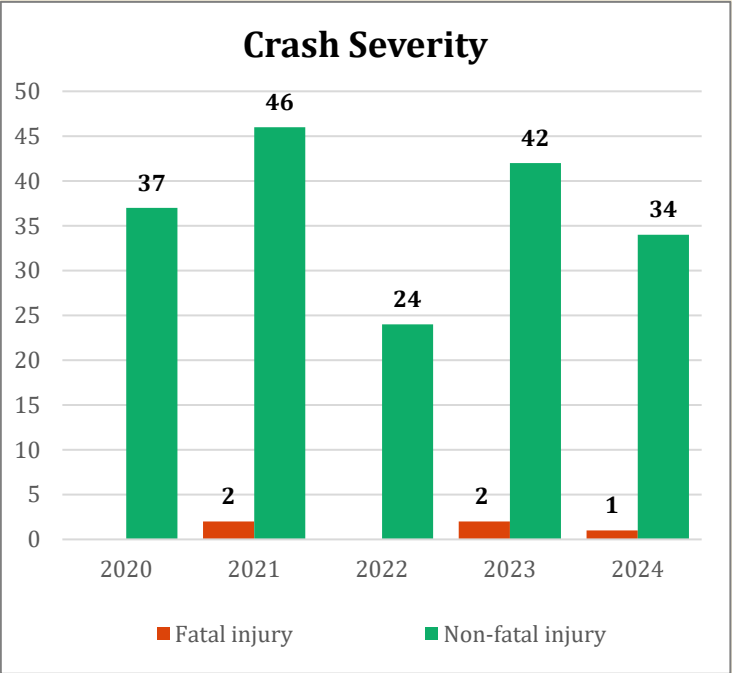
Key Trends

- **22%** of crashes resulted in injury.
- **60%** of the fatal crashes were single-vehicle crashes.
- **43%** of crashes happened on principal arterials.
- **43%** of crashes were single-vehicle crashes.
- **63%** of crashes occurred in daylight.
- **72%** of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	S. Main Street, Maple Street and Jabish Street	17	181
2.	Bay Road and Federal Street	17	159
3.	Lloyd Avenue and N. Main Street	16	118
4.	Front Street, Stadler Street, Maple Street and State Street	15	117
5.	Allen Road and Federal Street	15	108

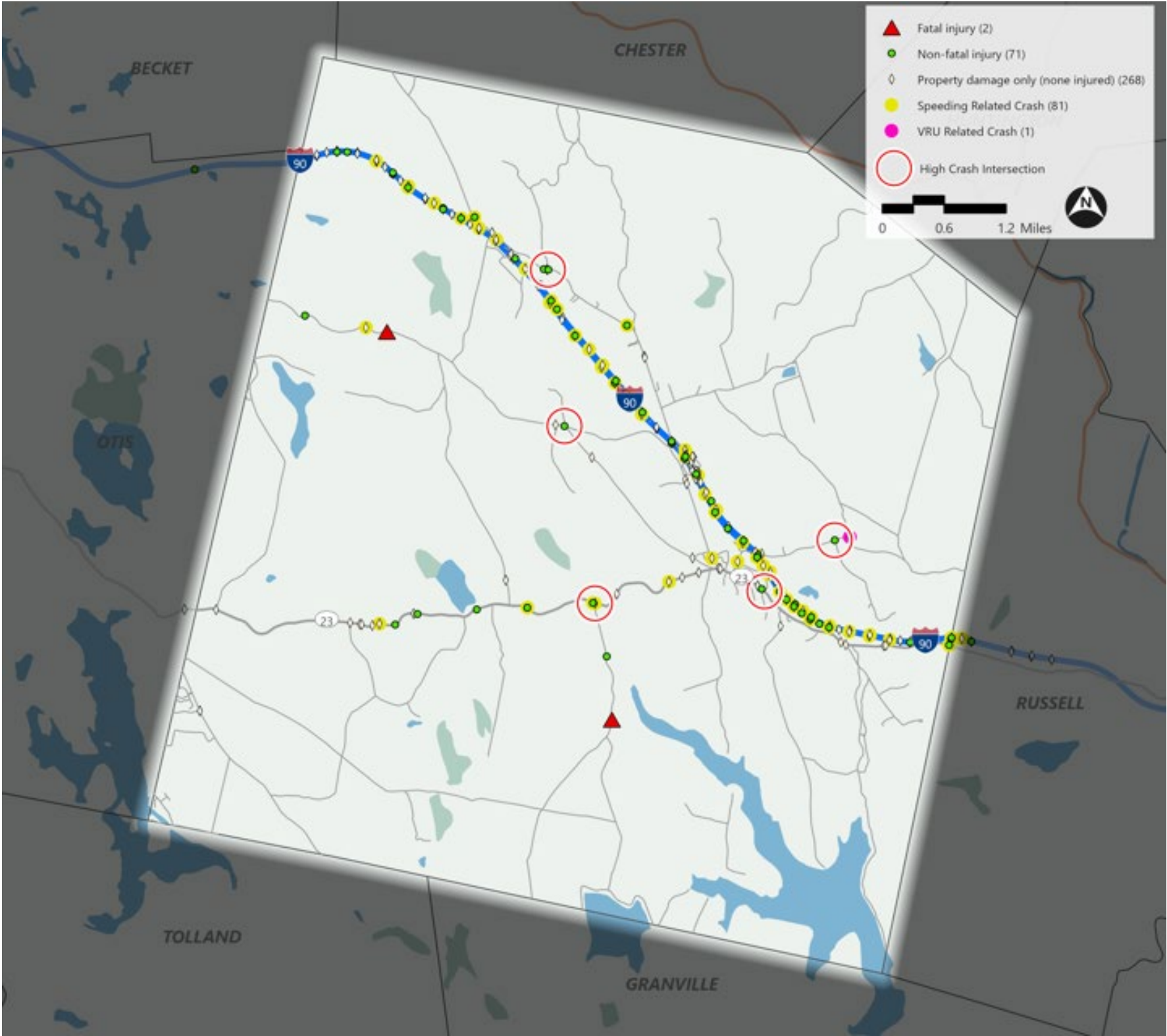
CITY/TOWN NAME: BELCHERTOWN

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: BLANDFORD

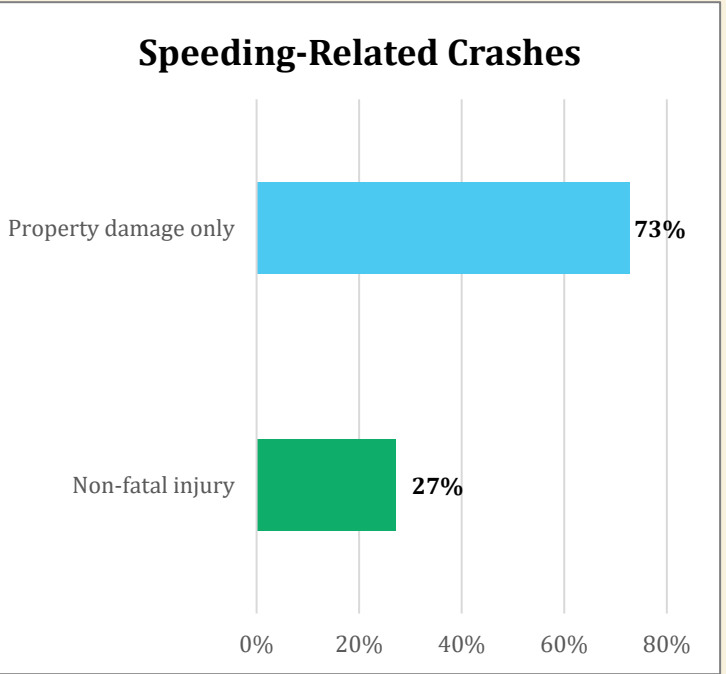
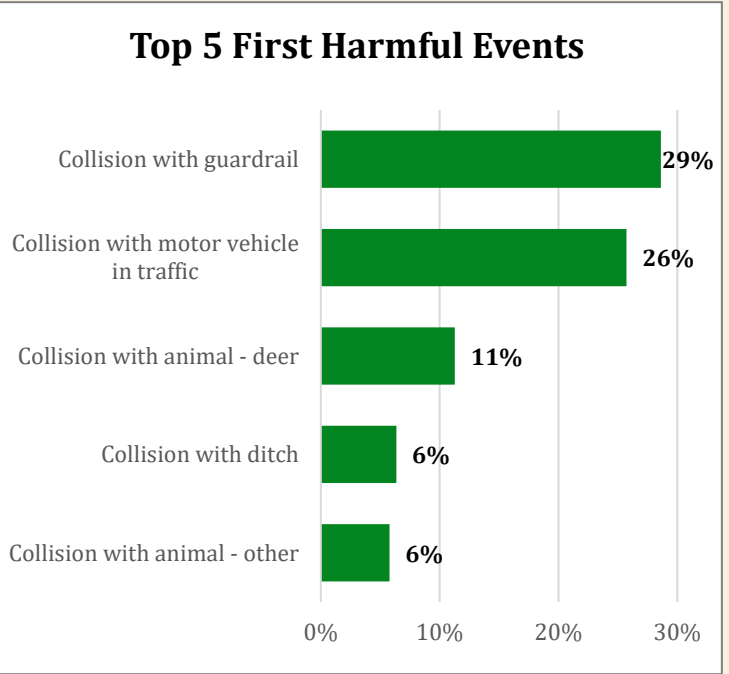
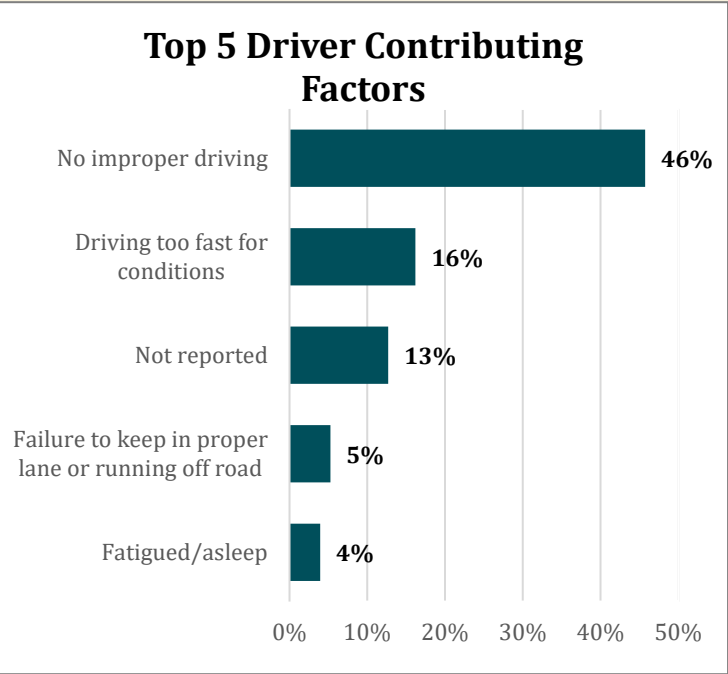
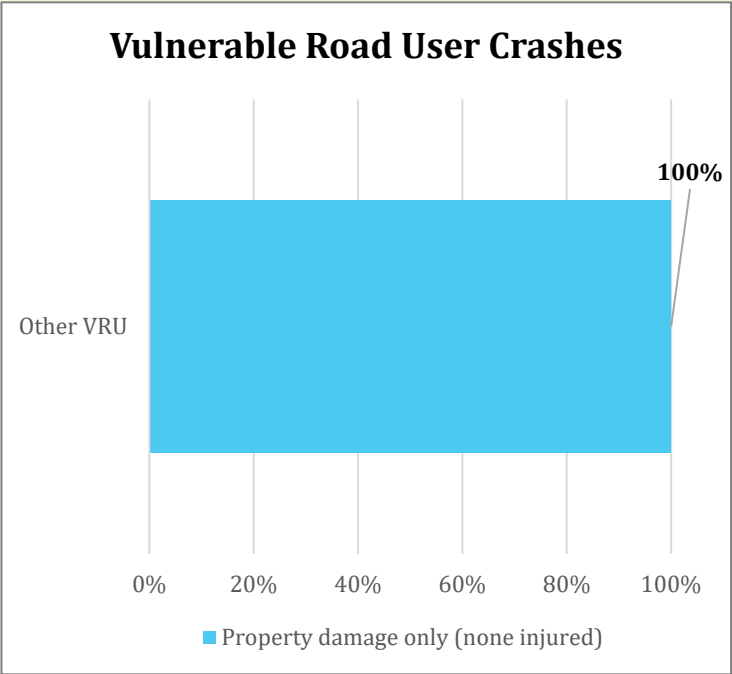
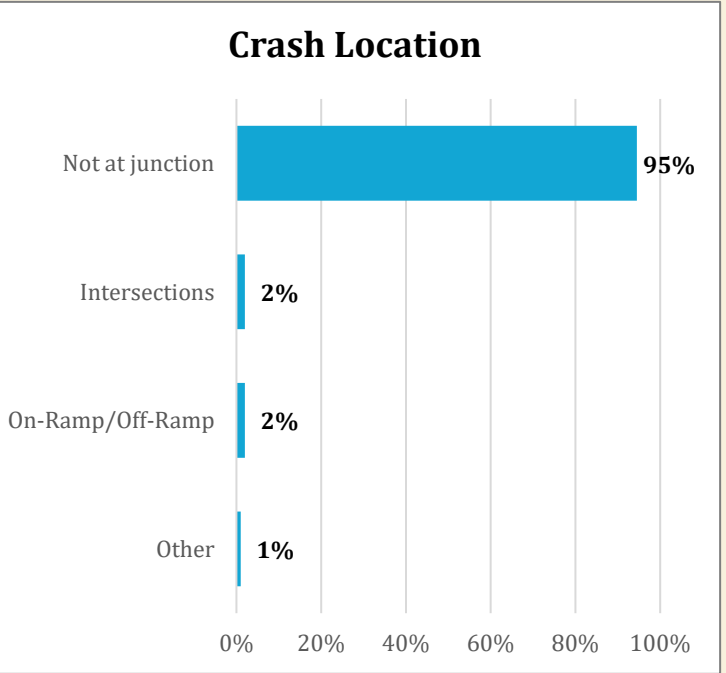
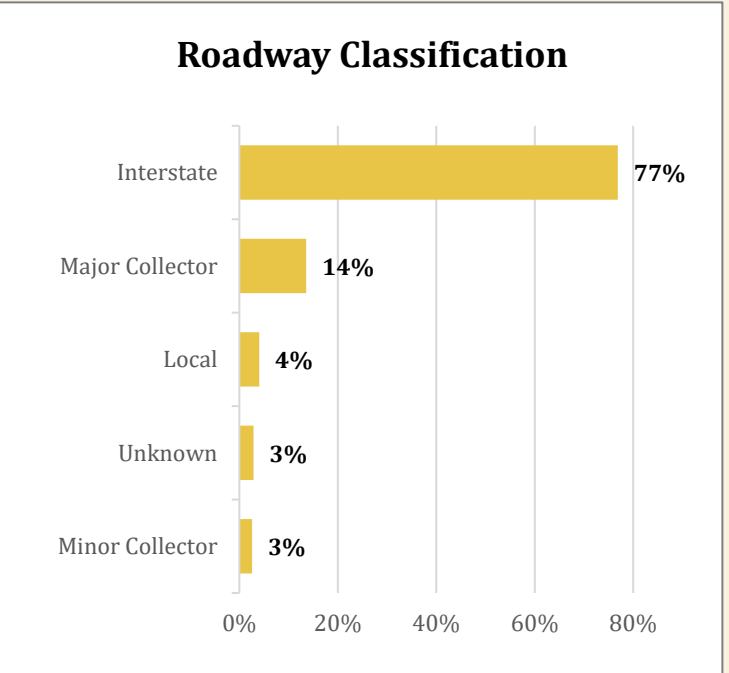
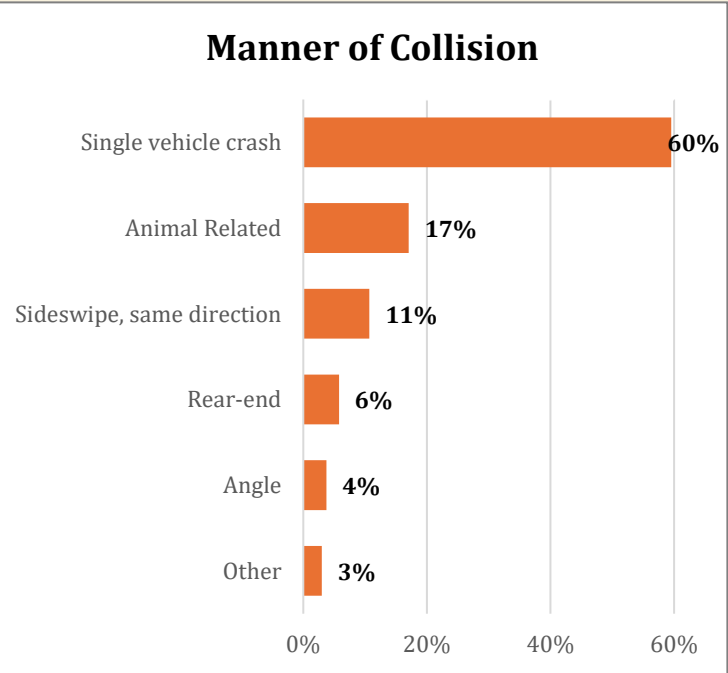
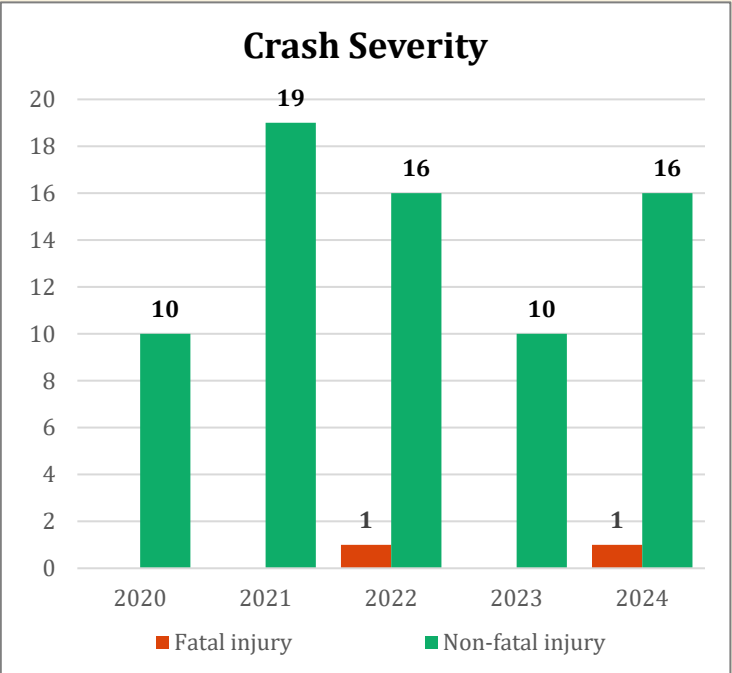
Crash Statistics Over a Five-Year Period (2020–2024)



2020–55	2021–81	2022–70	2023–64	2024–76
Overview				
- Annual Crashes/1,000 Population – 57 - Total Fatal Crashes – 2 - Total Vulnerable Road User Crashes – 1 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 206 - Total Speeding-Related Crashes – 81				
Key Trends				
21% of crashes resulted in injury. 100% of the fatal crashes were single-vehicle crashes. 77% of crashes happened on interstates. 60% of crashes were single vehicle crashes. 50% of crashes occurred in daylight. 53% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Sanderson Brook Road and Chester Road	3	43	
2.	Gore Road, N. Blandford Road and Josh Cross Road	1	32	
3.	Kaolin Road and Blandford Turnpike	1	32	
4.	Beech Hill Road and Otis Stage Road	4	13	
5.	Sperry Road and Russell Stage Road	1	10	

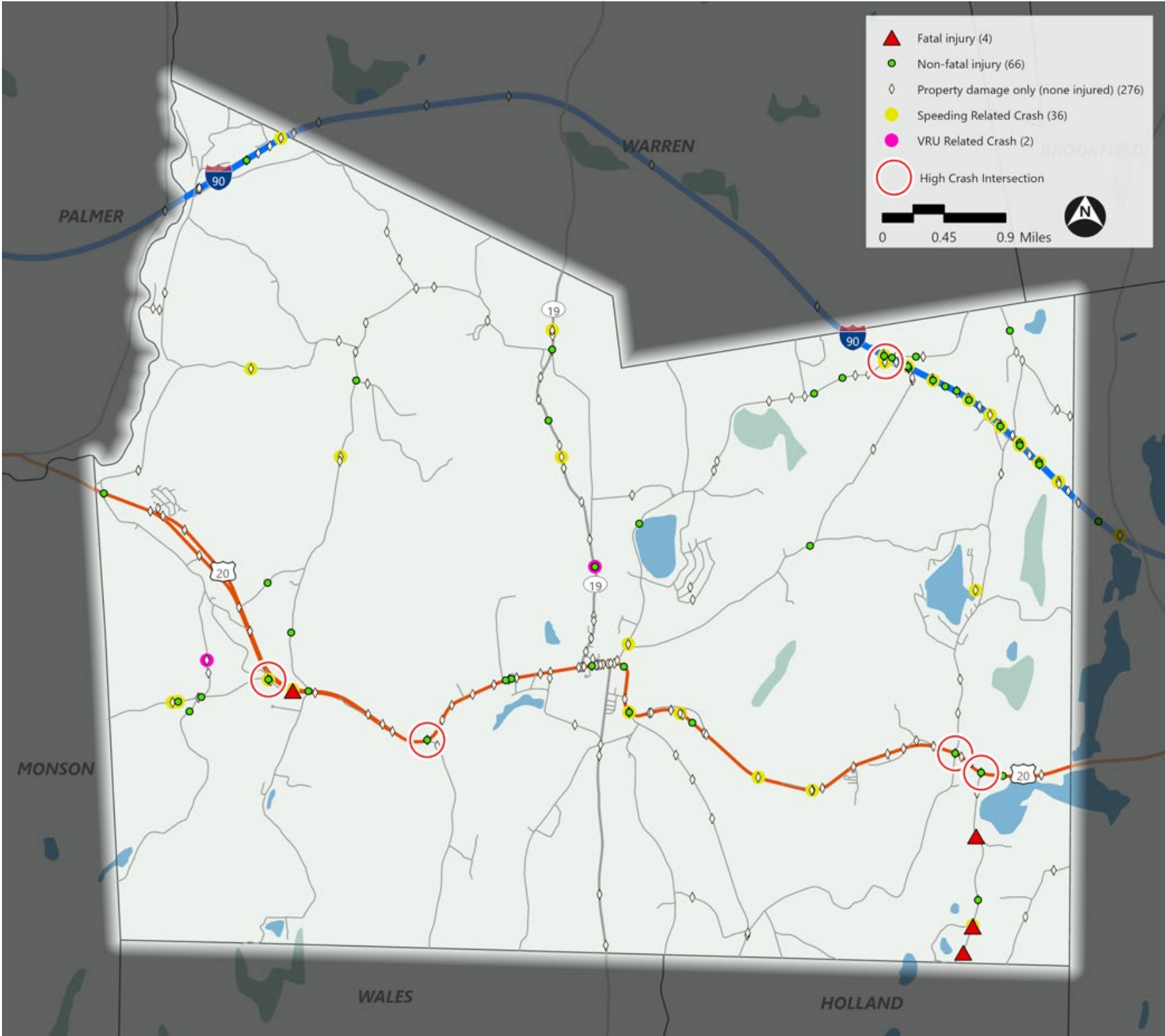
CITY/TOWN NAME: BLANDFORD

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: BRIMFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



2020–56	2021–64	2022–76	2023–81	2024–76
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Overview

- Annual Crashes/1,000 Population – 19
- Total Fatal Crashes – 4
- Total Vulnerable Road User Crashes – 2
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 149
- Total Speeding-Related Crashes – 36

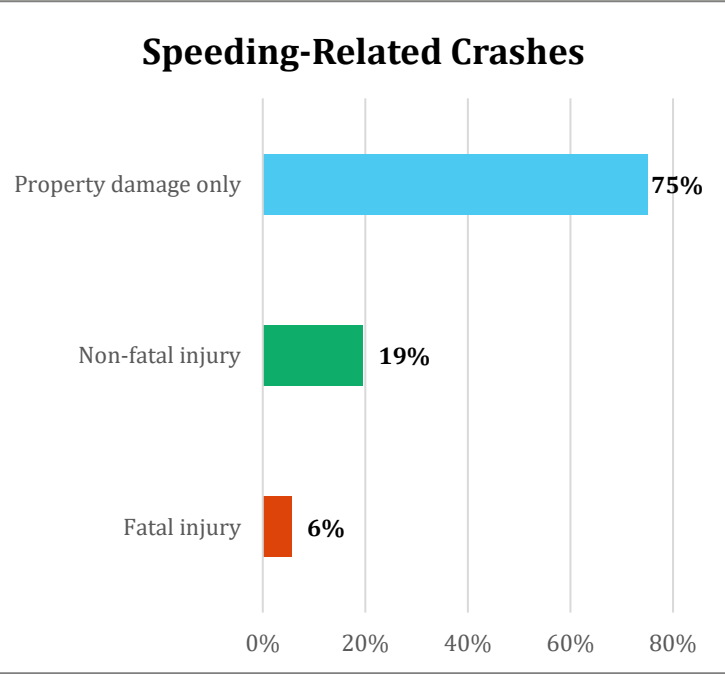
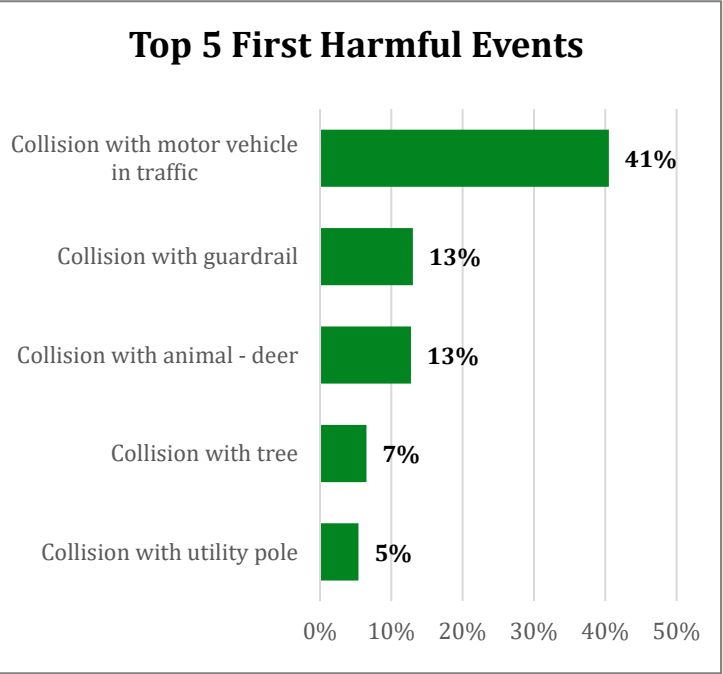
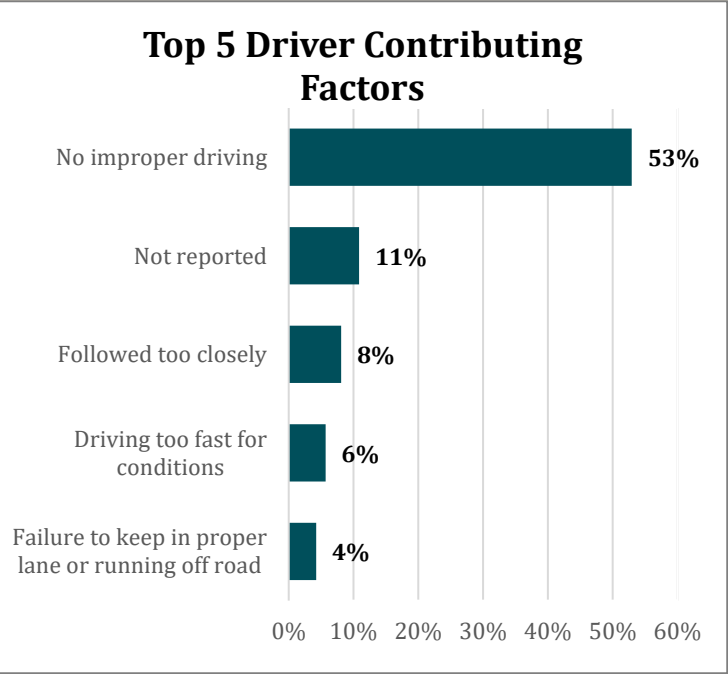
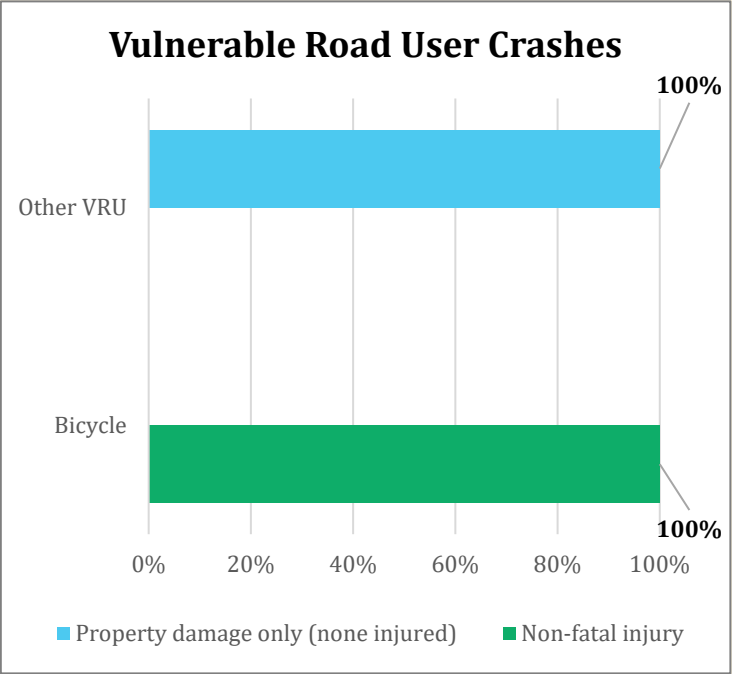
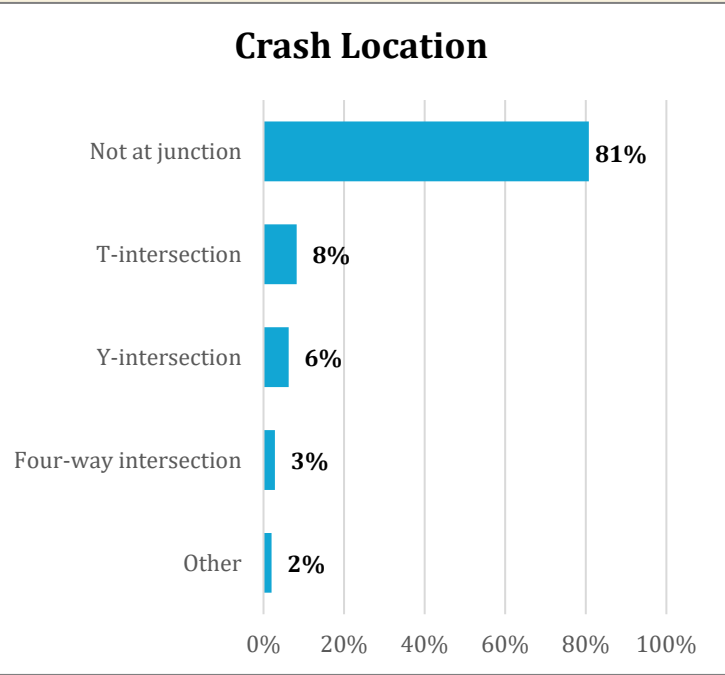
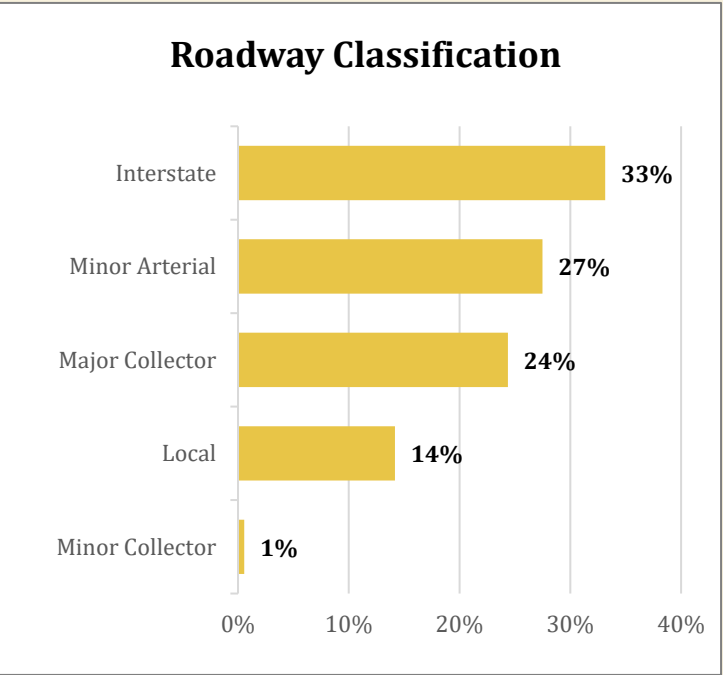
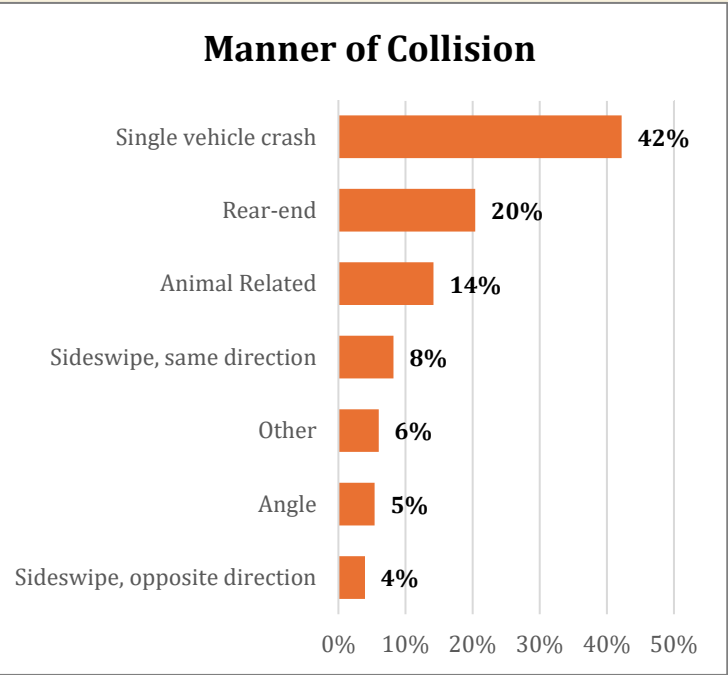
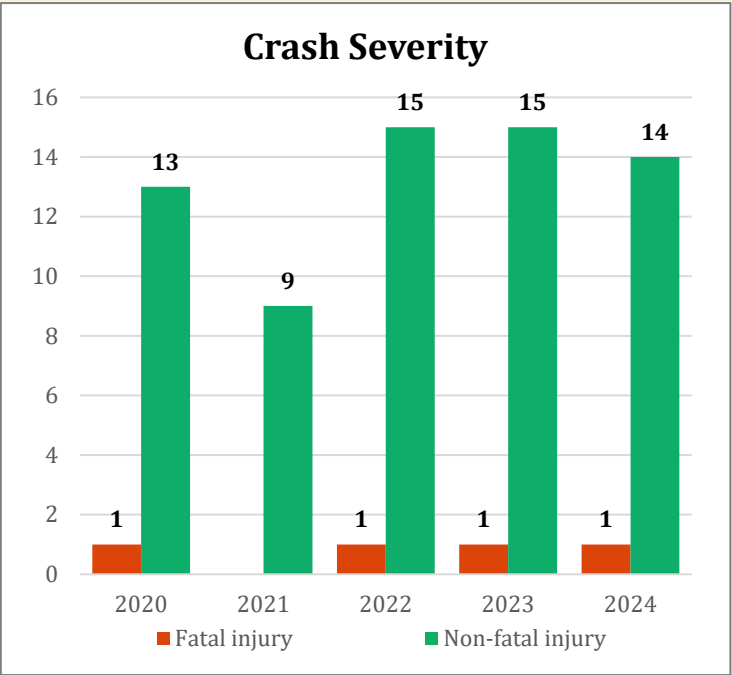
Key Trends

- 20% of crashes resulted in injury.
- 50% of the fatal crashes were head-on.
- 50% of the fatal crashes were single-vehicle crashes.
- 33% of crashes happened on interstates.
- 42% of crashes were single-vehicle crashes.
- 59% of crashes occurred in daylight.
- 70% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Old Palmer Road and Monson Road	17	203
2.	Little Alum Road, Five Bridge Road and Sturbridge Road	8	78
3.	E Brimfield Holland Road and Sturbridge Road	5	67
4.	Hollow Road and Palmer Road	4	65
5.	E Hill Road and Brookfield Road	9	49

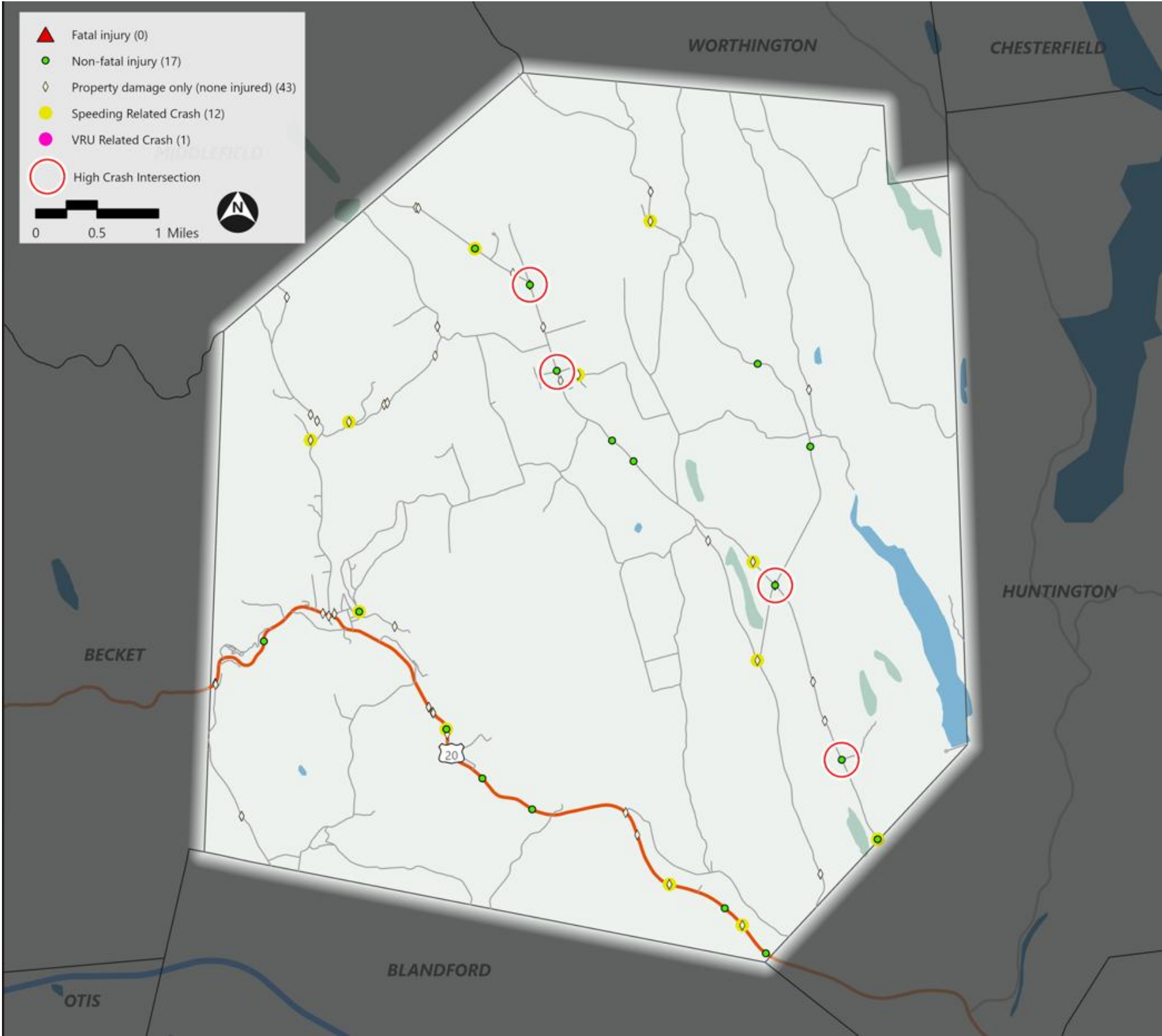
CITY/TOWN NAME: BRIMFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: CHESTER

Crash Statistics Over a Five-Year Period (2020–2024)



2020–15	2021–14	2022–15	2023–12	2024–6
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Overview

- Annual Crashes/1,000 Population – 10
- Total Fatal Crashes – 0
- Total Vulnerable Road User Crashes – 1
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 43
- Total Speeding-Related Crashes – 12

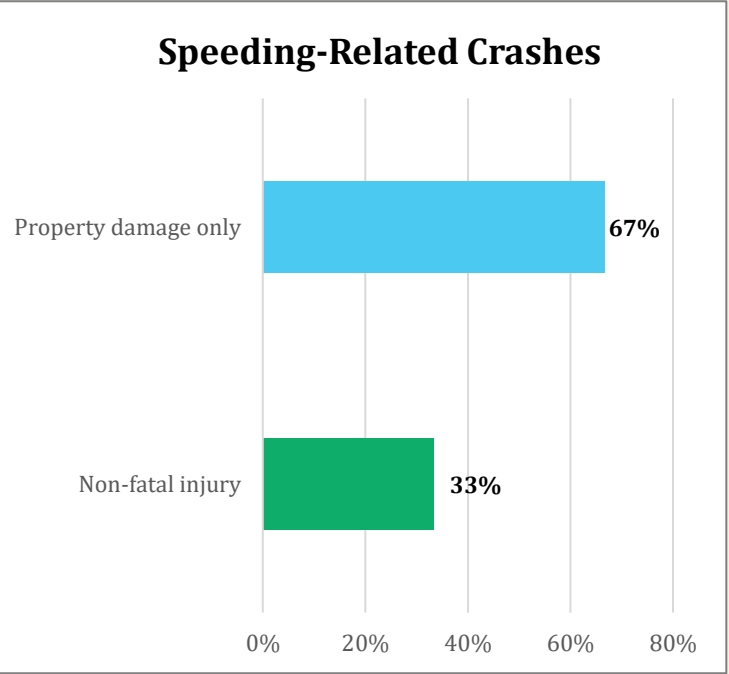
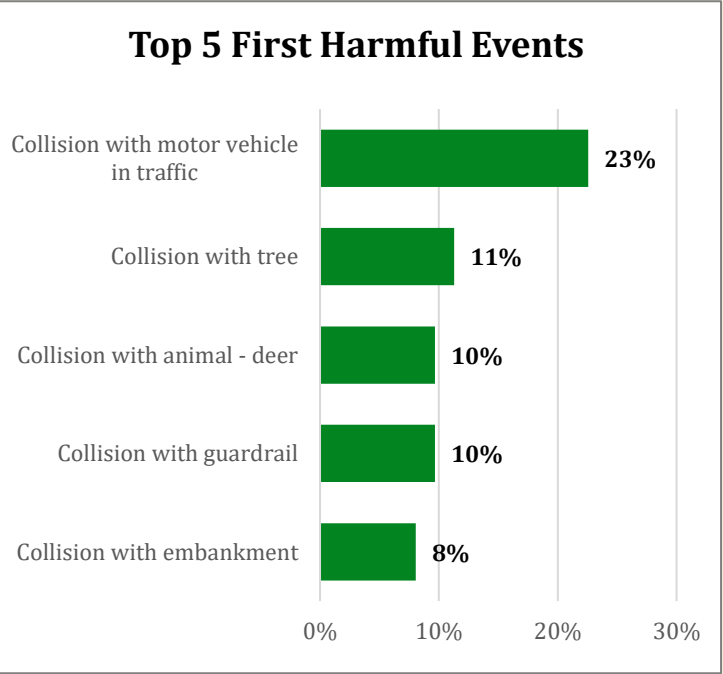
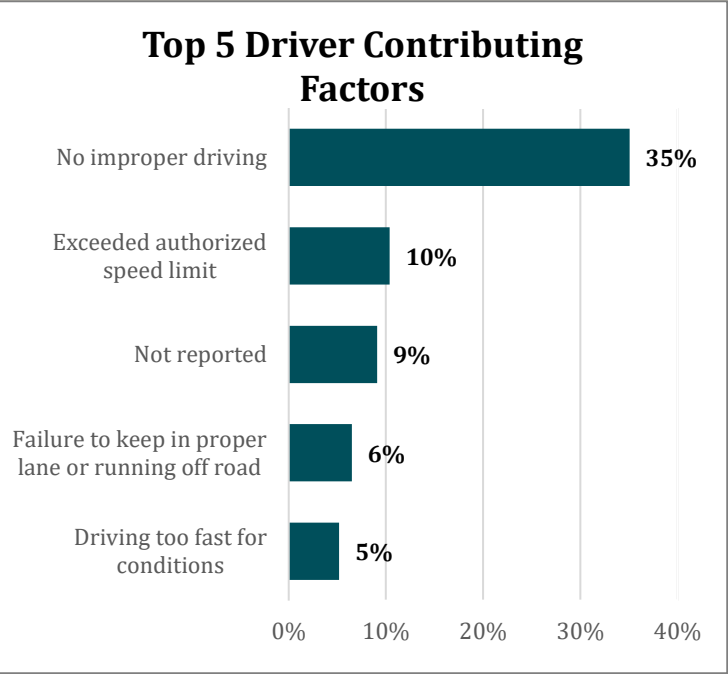
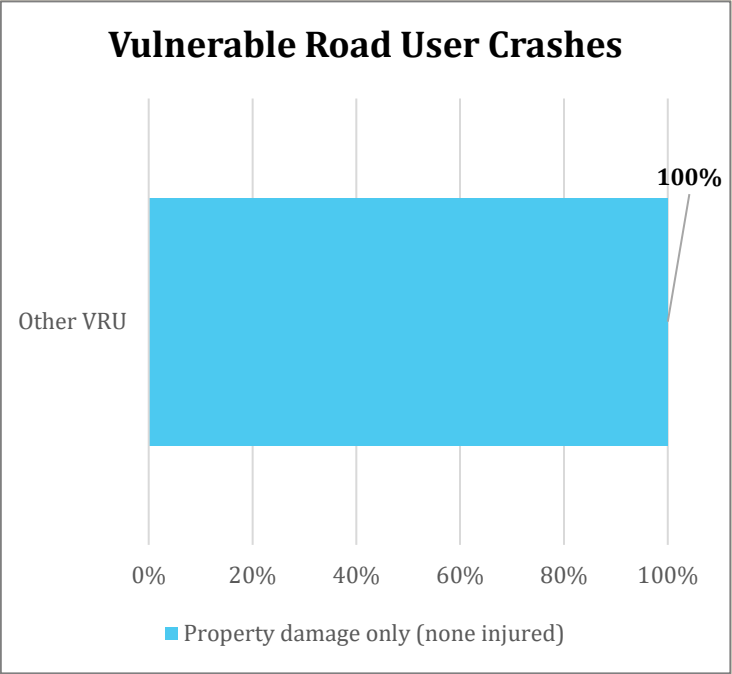
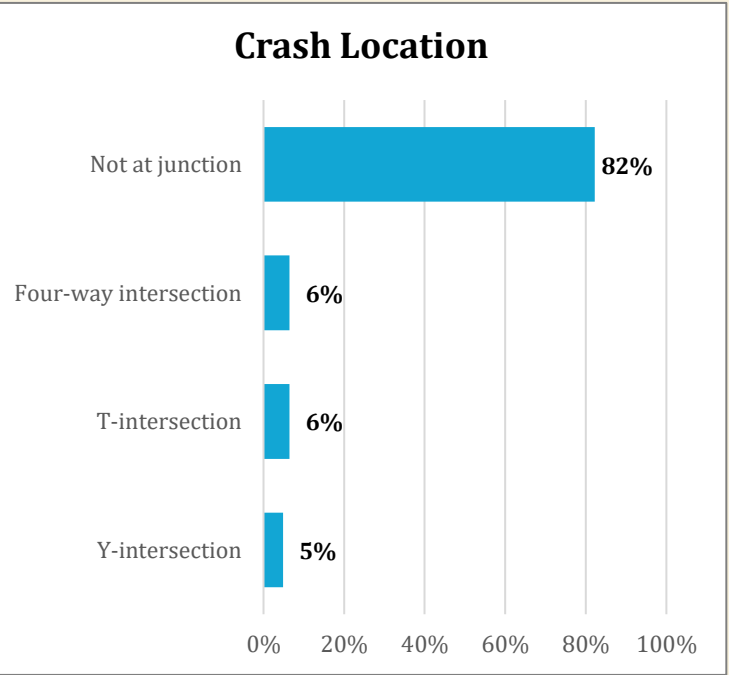
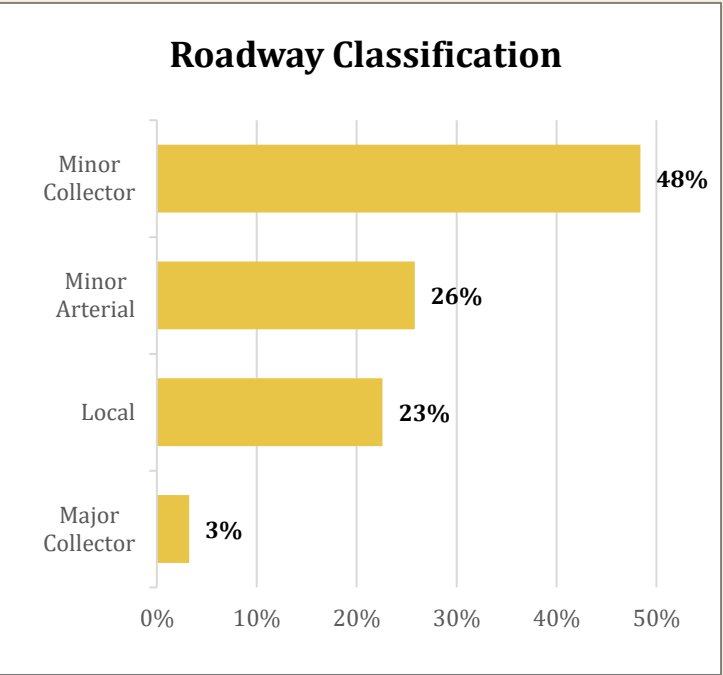
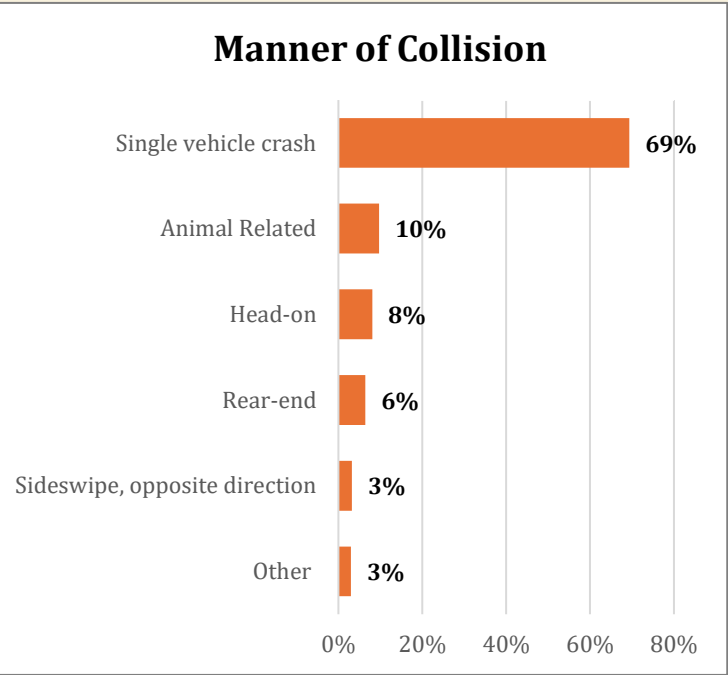
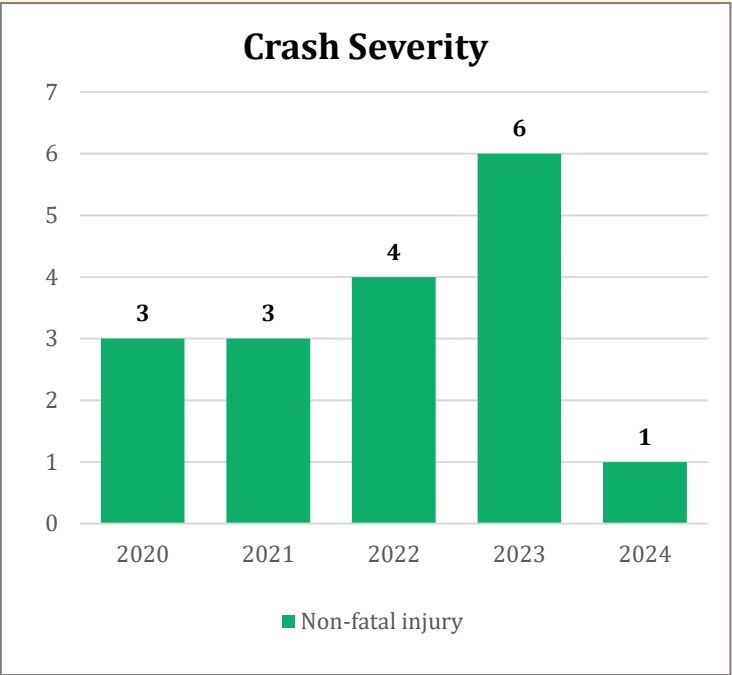
Key Trends

- 27% of crashes resulted in injury.
- 48% of crashes happened on minor collectors.
- 69% of crashes were single-vehicle crashes.
- 45% of crashes occurred in daylight.
- 63% of crashes occurred on dry surface conditions.

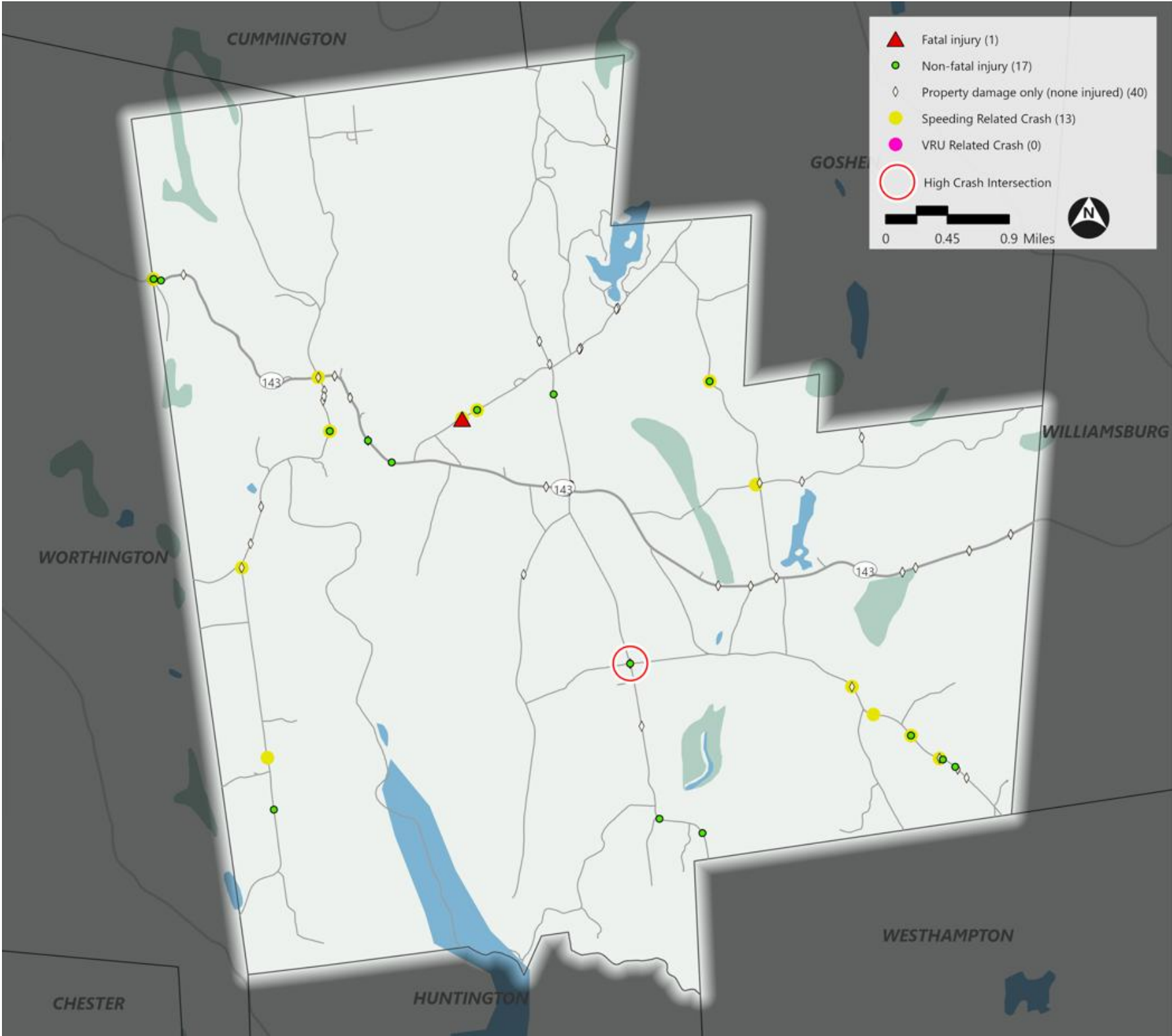
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	East River Road and Bromley Road	4	35
2.	Holcomb Road and Skyline Trail	2	33
3.	Lyon Hill Road, Western View Road and Skyline Trail	1	32
4.	Higgins Road and Bromley Road	1	10

CITY/TOWN NAME: CHESTER

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: CHESTERFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



2020–6	2021–13	2022–15	2023–15	2024–12
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Overview

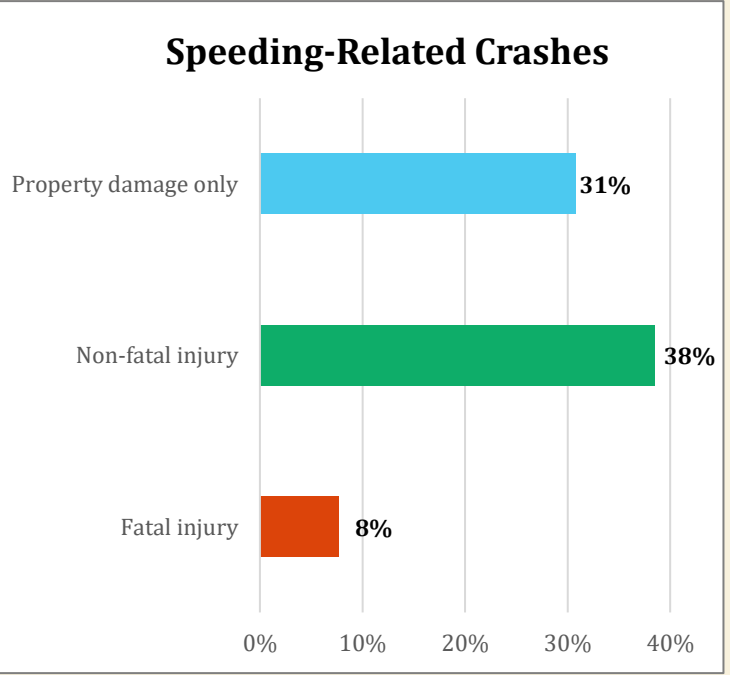
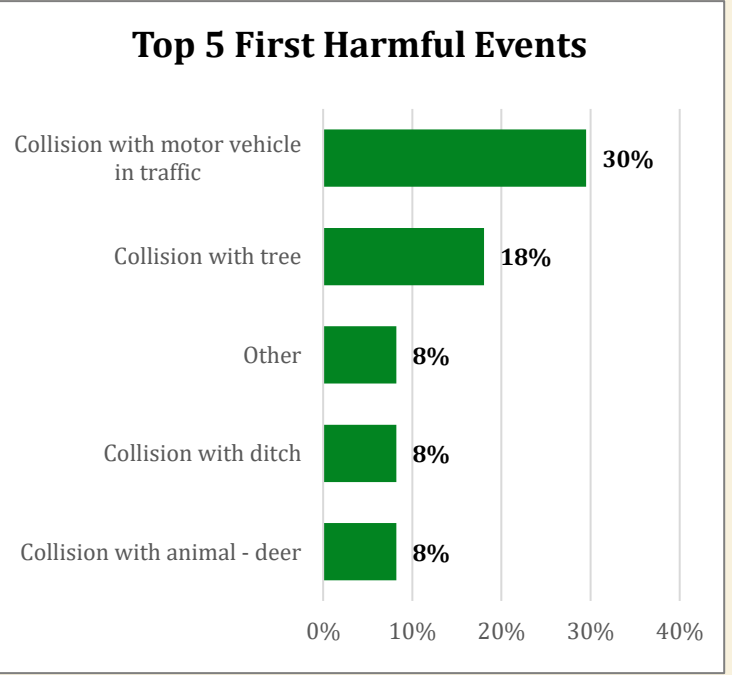
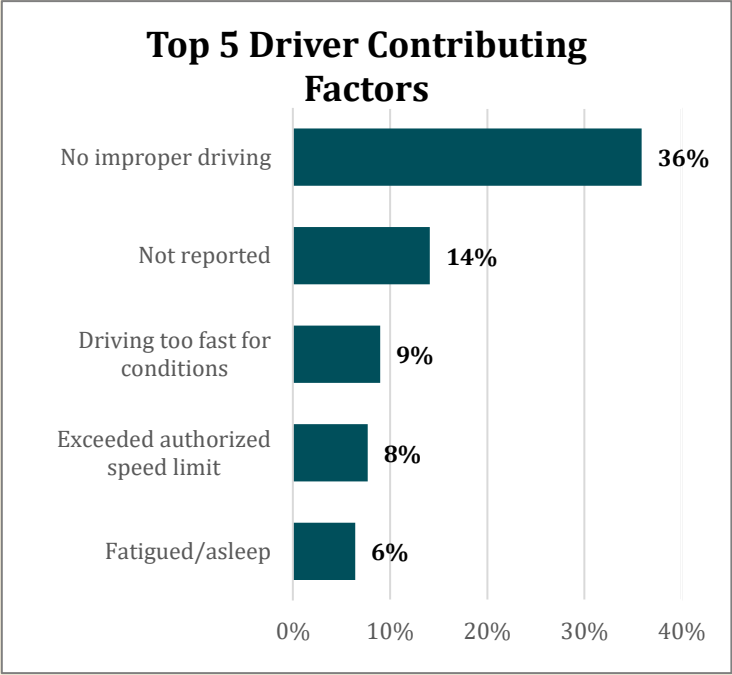
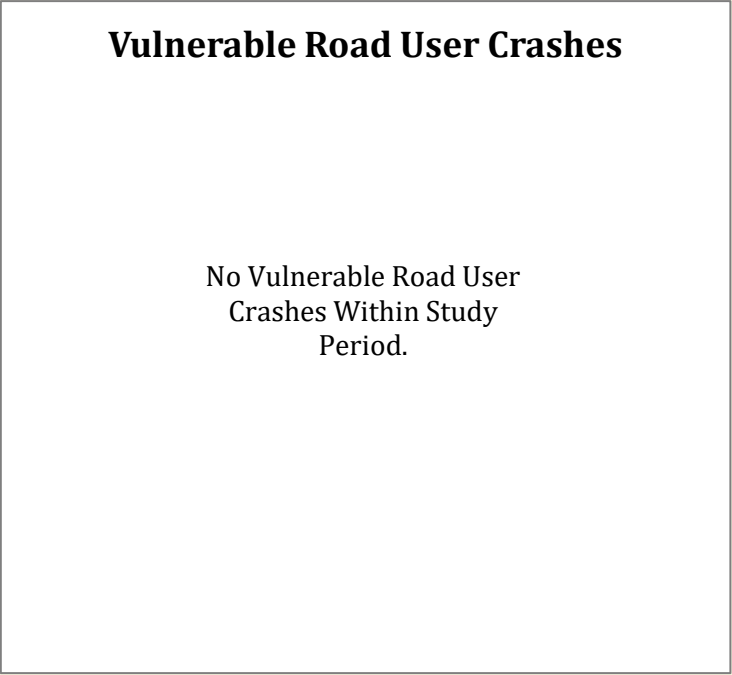
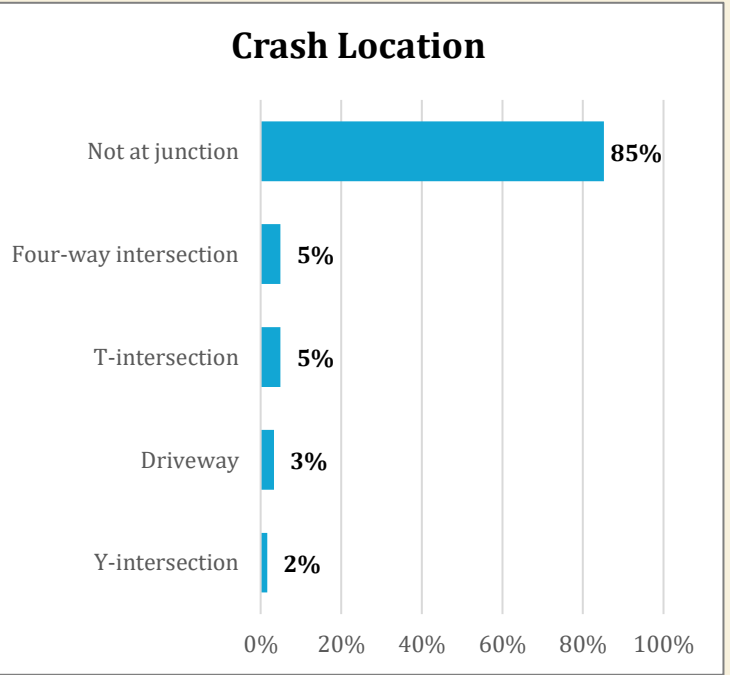
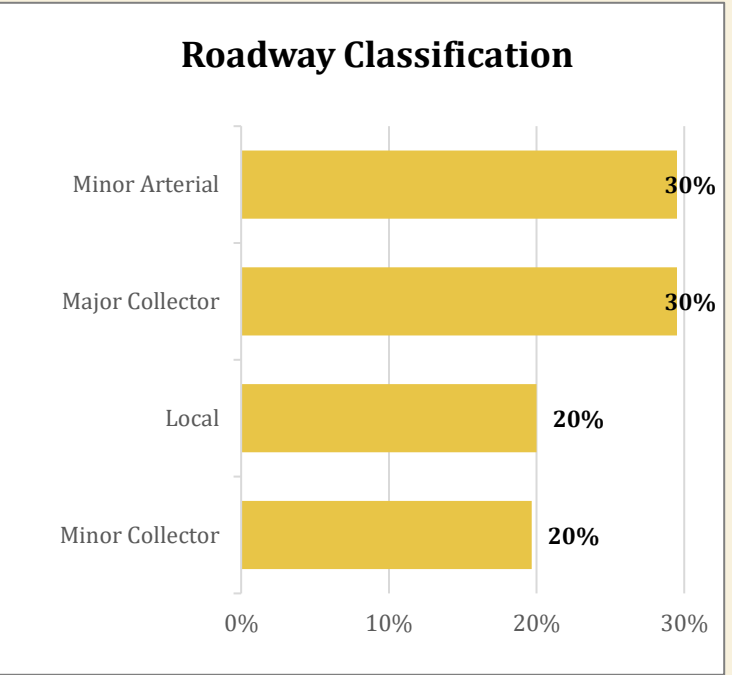
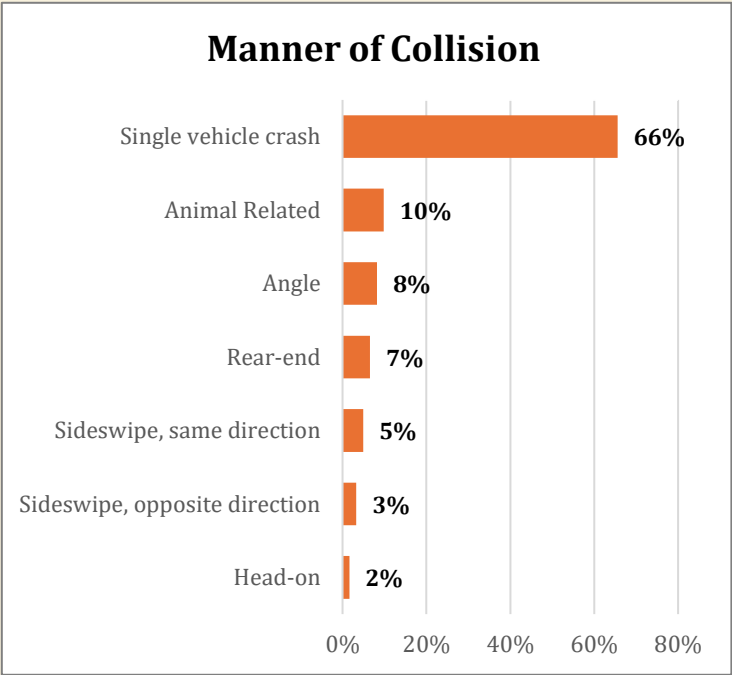
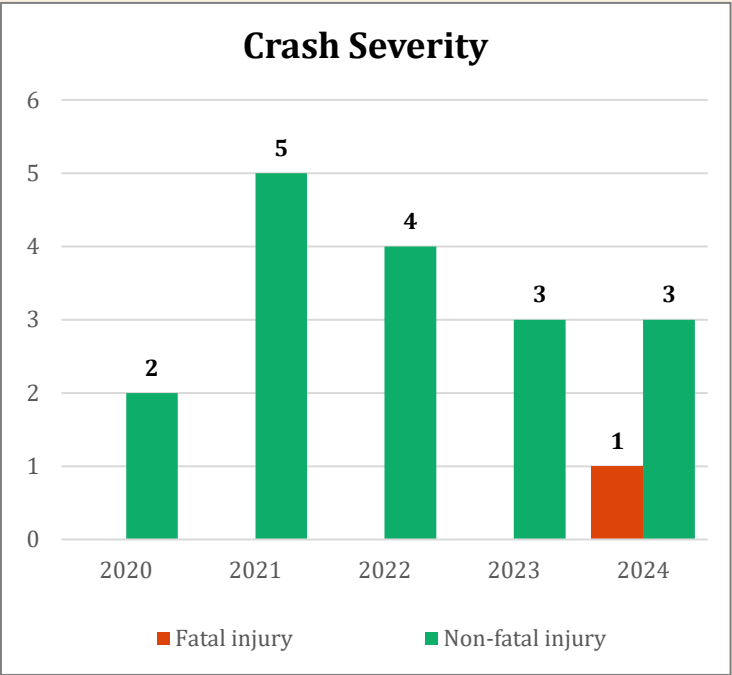
- Annual Crashes/1,000 Population – 10
- Total Fatal Crashes – 1
- Total Vulnerable Road User Crashes – 0
- Total Vulnerable Road User Fatality – 0
- Total Single-Vehicle Crashes – 40
- Total Speeding-Related Crashes – 13

Key Trends

- 30% of crashes resulted in injury.
- 100% of the fatal crashes were single-vehicle crashes.
- 30% of crashes happened on major collectors.
- 30% of crashes happened on minor arterials.
- 66% of crashes were single-vehicle crashes.
- 64% of crashes occurred in daylight.
- 66% of crashes occurred on dry surface conditions.

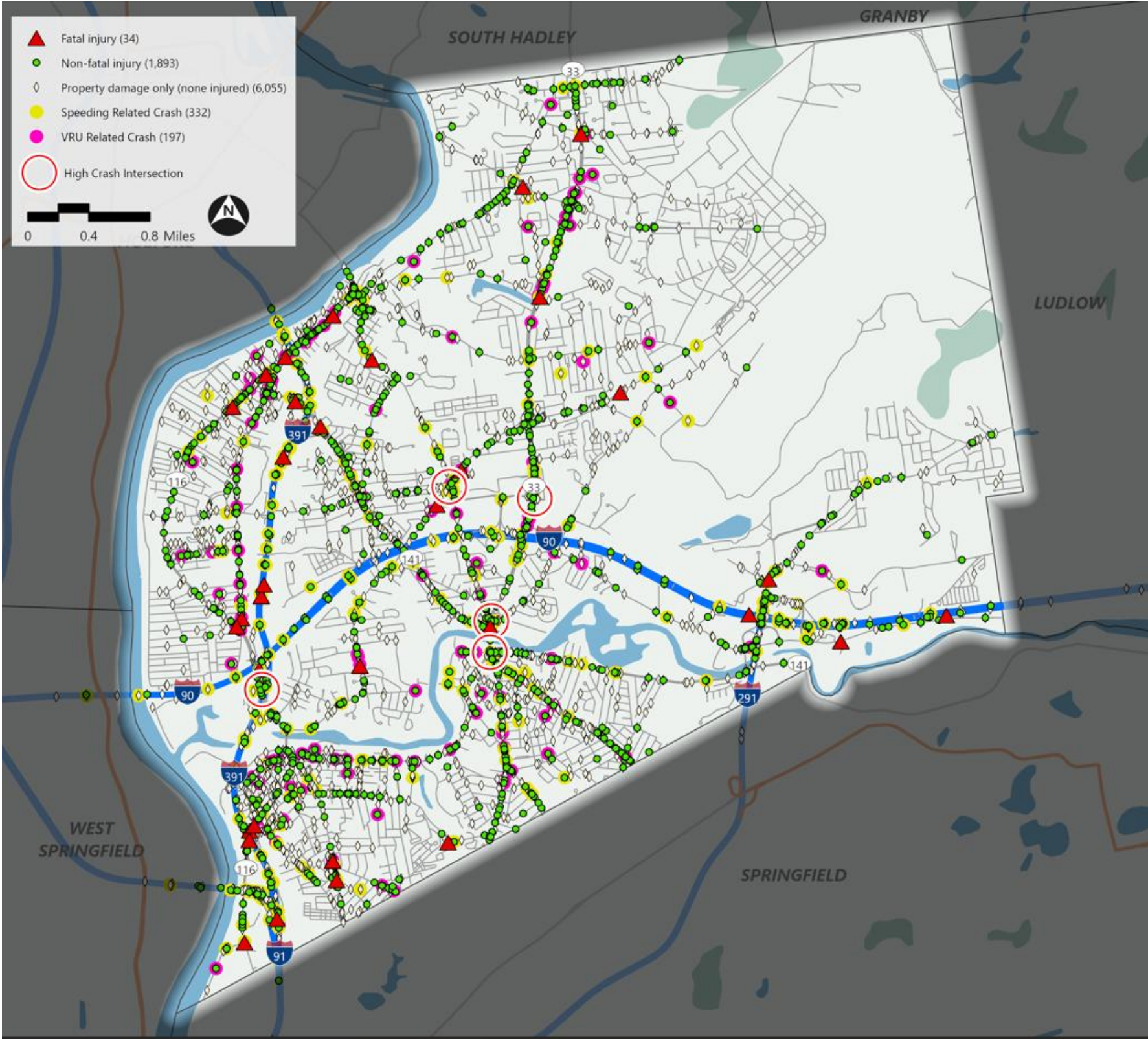
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	East Street and South Street	2	33

CITY/TOWN NAME: CHESTERFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: CHICOPEE

Crash Statistics Over a Five-Year Period (2020–2024)



2020– 1,566	2021– 1,739	2022– 1,754	2023– 1,818	2024– 15,92
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Overview

- Annual Crashes/1,000 Population – **31**
- Total Fatal Crashes – **34**
- Total Vulnerable Road User Crashes – **197**
- Total Vulnerable Road User Fatalities – **9**
- Total Single-Vehicle Crashes – **1,558**
- Total Speeding-Related Crashes – **332**

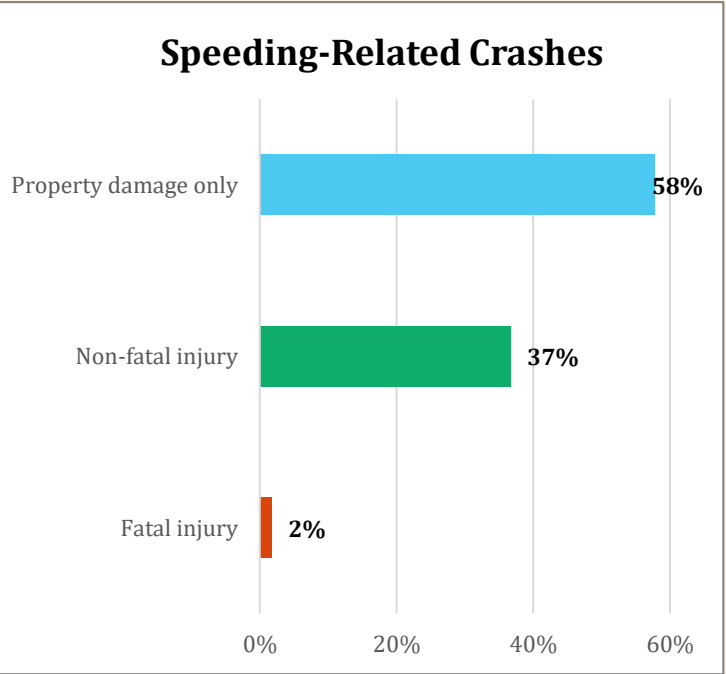
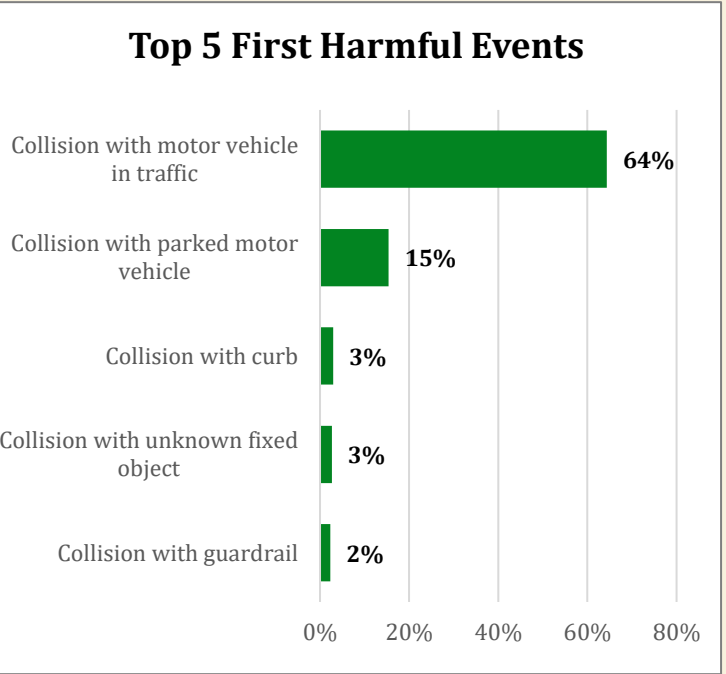
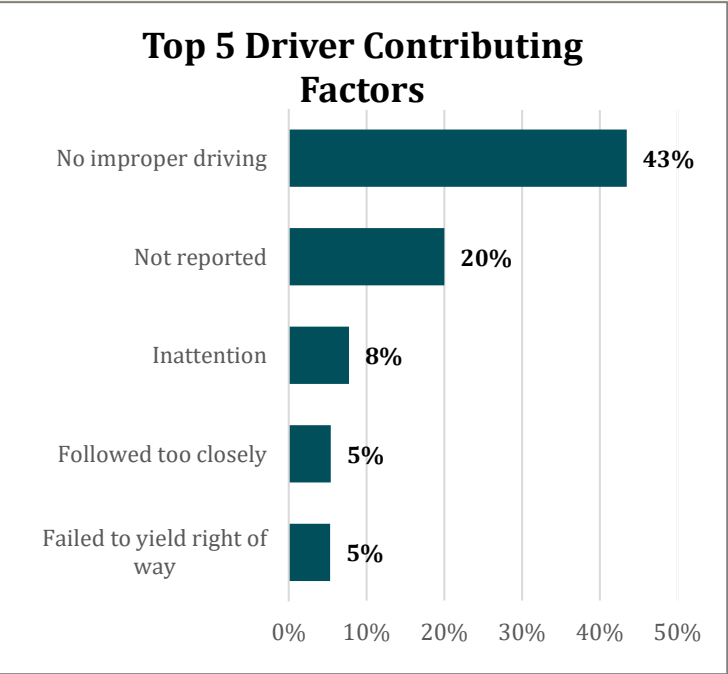
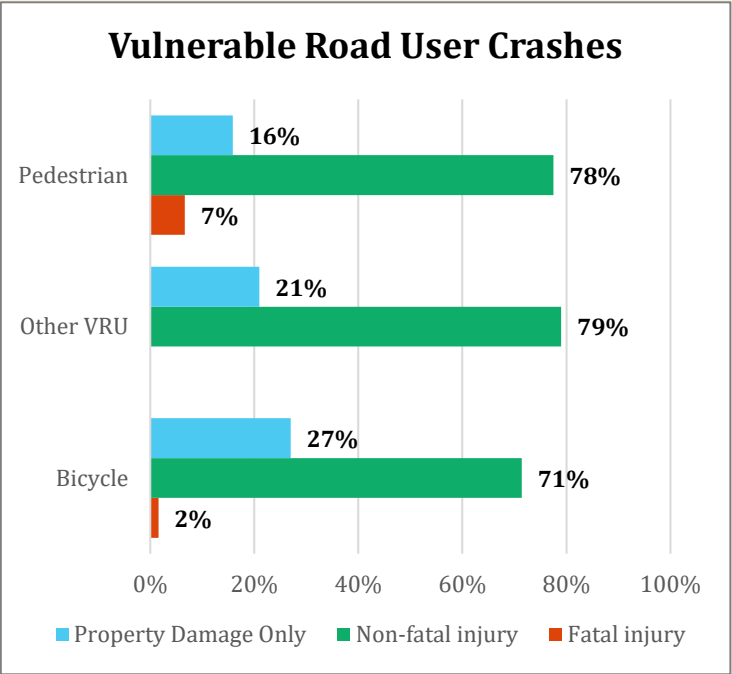
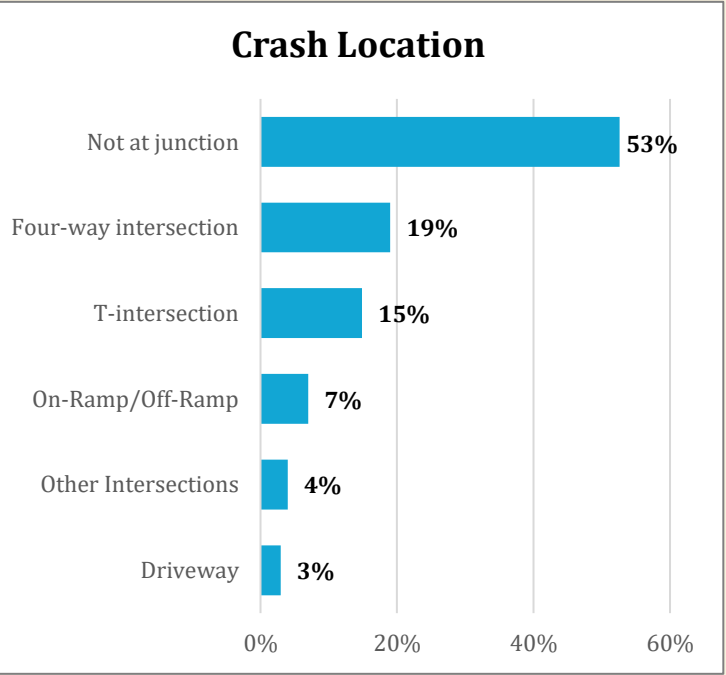
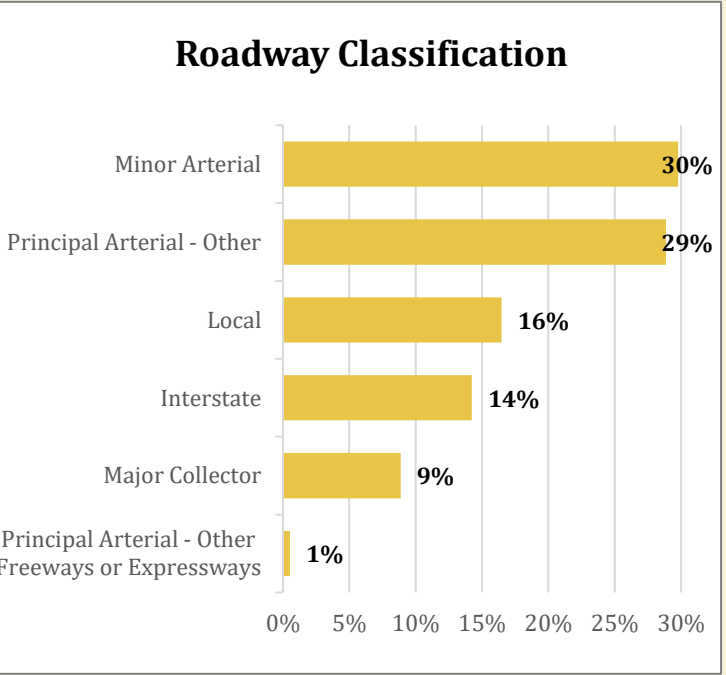
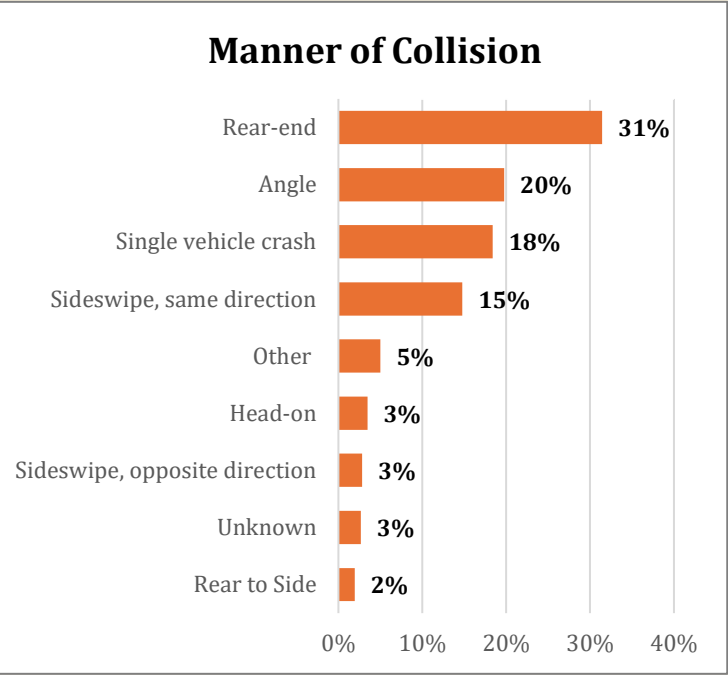
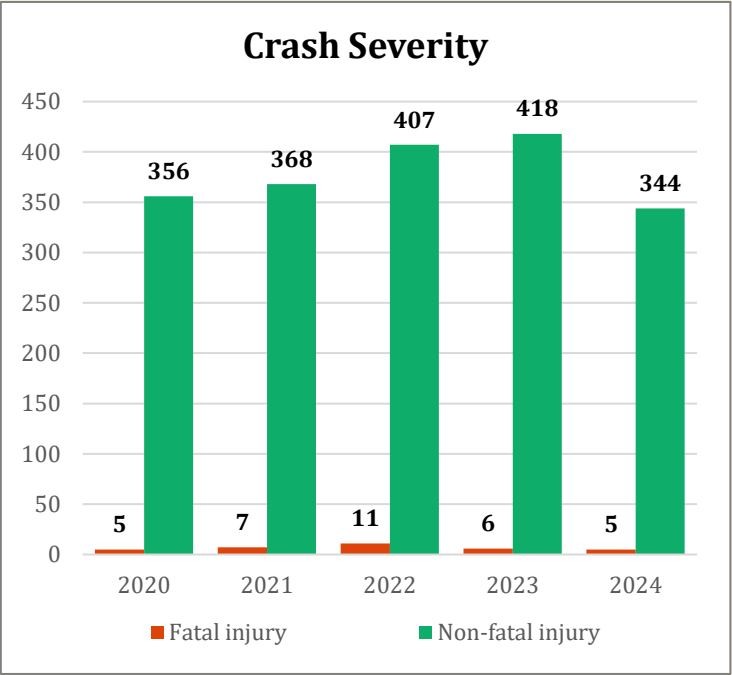
Key Trends

- **23%** of crashes resulted in injury.
- **32%** of the fatal crashes were single-vehicle crashes.
- **30%** of crashes happened on minor arterials.
- **31%** of crashes were rear-ends.
- **69%** of crashes occurred in daylight.
- **79%** of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Memorial Drive and Route 90 Ramp to Route 33 NB	300	1,103
2.	Memorial Drive, Sheridan Street, and Montgomery Street	96	804
3.	Granby Road and McKinstry Avenue	141	691

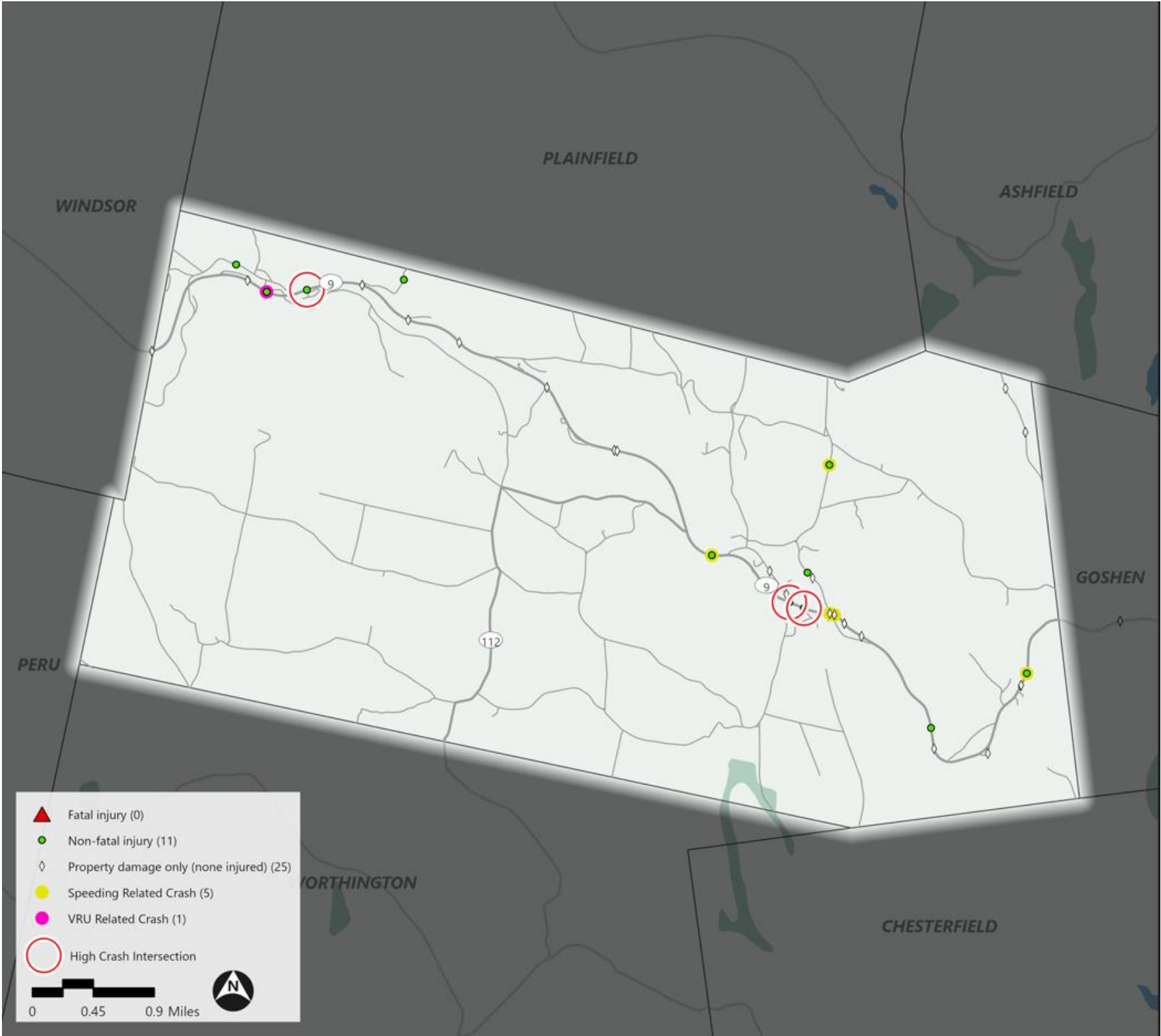
CITY/TOWN NAME: CHICOPEE

Crash Statistics Over a Five-Year Period (2020–2024)



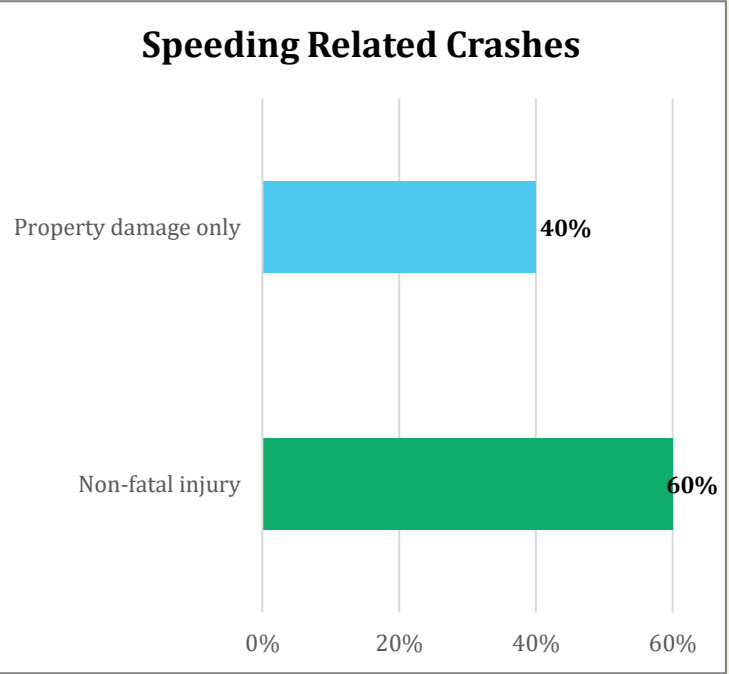
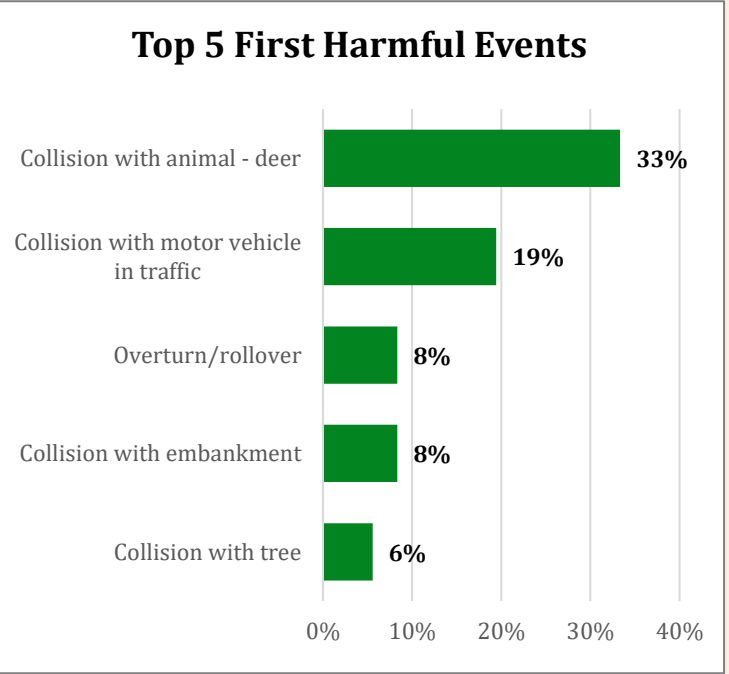
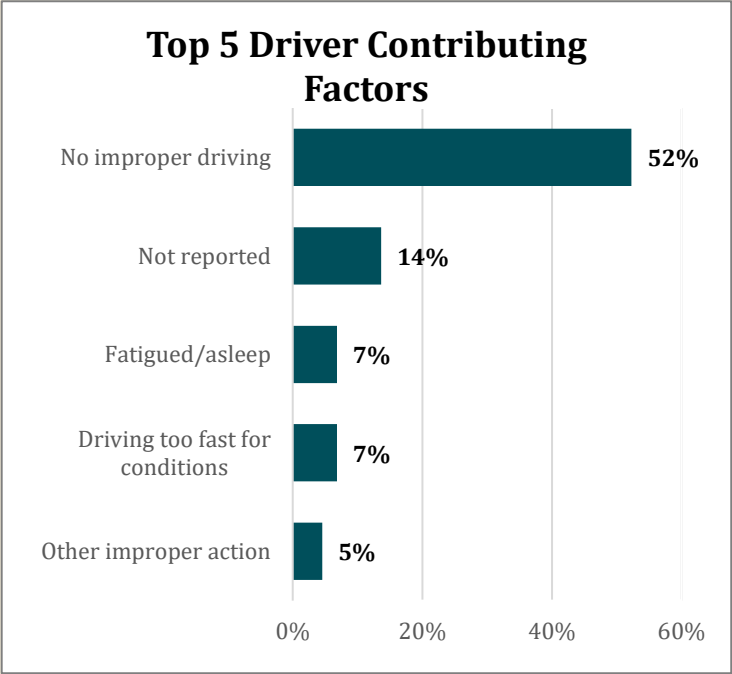
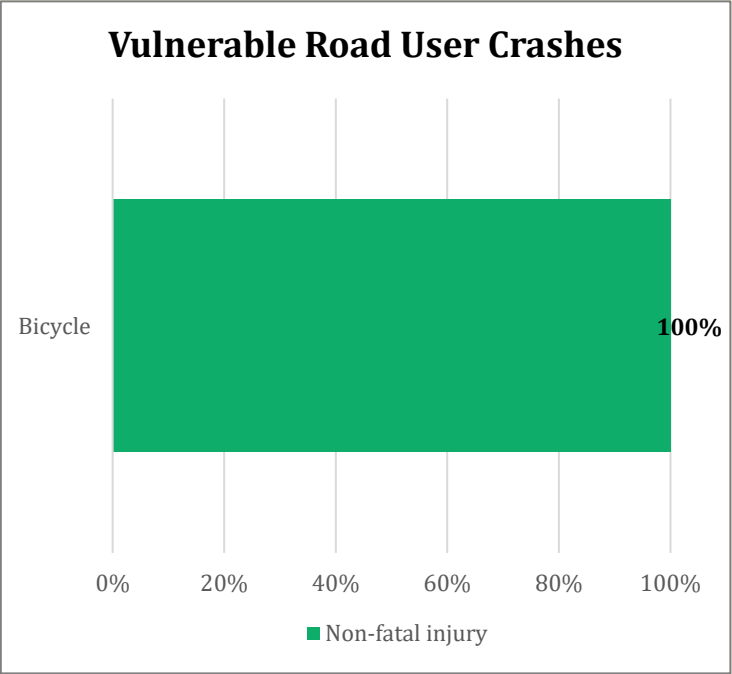
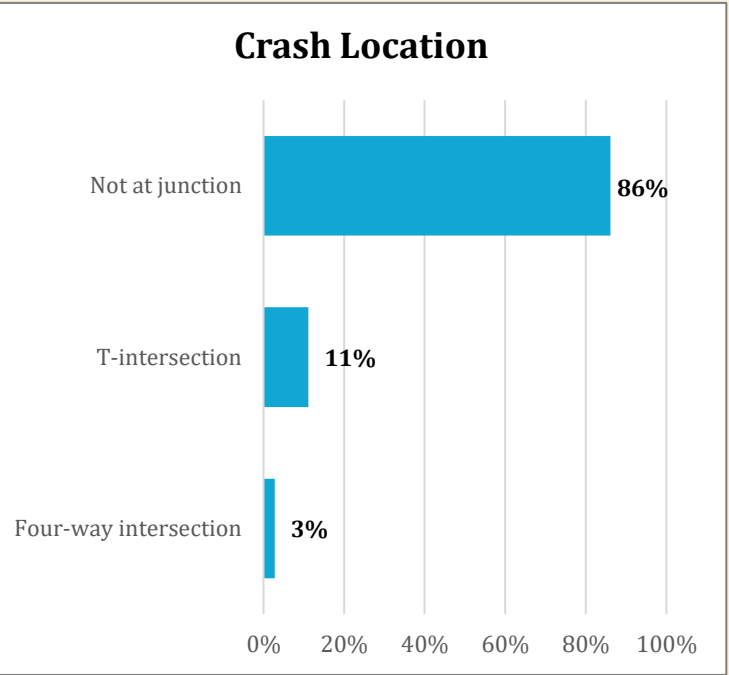
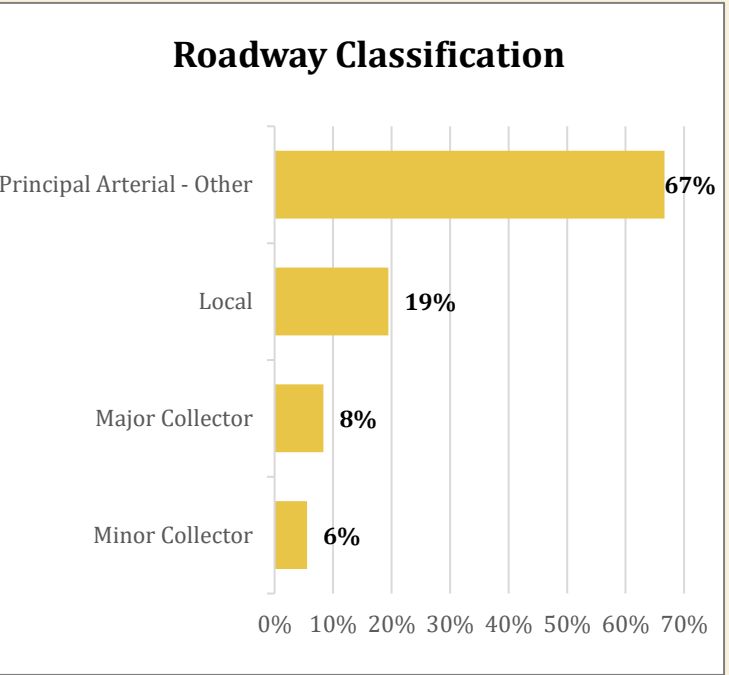
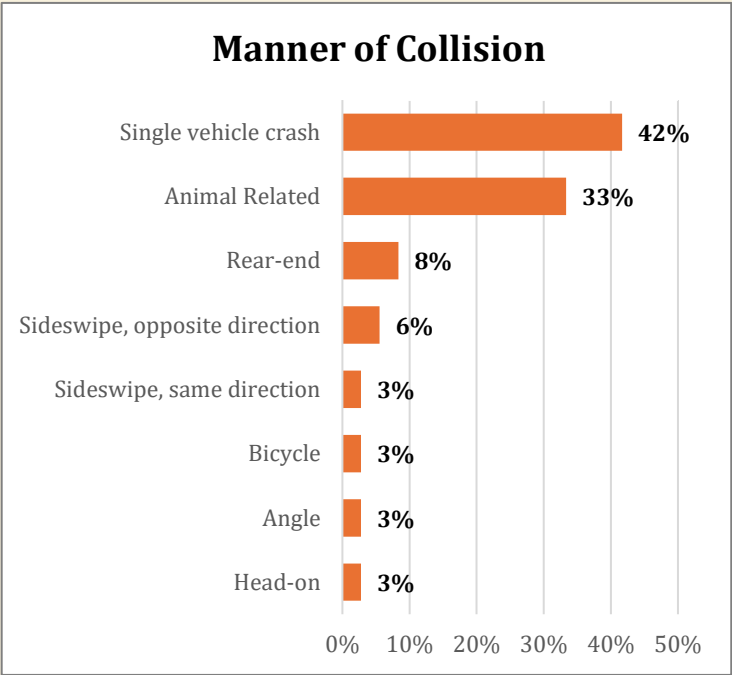
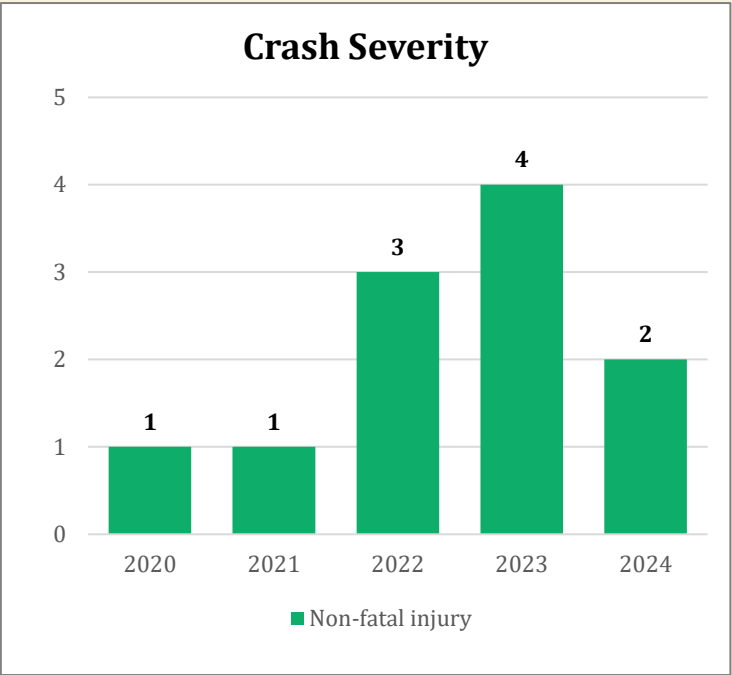
CITY/TOWN NAME: CUMMINGTON

Crash Statistics Over a Five-Year Period (2020–2024)



2020-3	2021-8	2022-8	2023-9	2024-8
Overview				
- Annual Crashes/1,000 Population – 9 - Total Fatal Crashes – 0 - Total Vulnerable Road User Crashes – 1 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 15 - Total Speeding-Related Crashes – 5				
Key Trends				
31% of crashes resulted in injury. 67% of crashes happened on principal arterials. 42% of crashes were single-vehicle crashes. 50% of crashes occurred in daylight. 72% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Walker Road and Berkshire Trail	1	32	
2.	Main Street and Berkshire Trail	1	32	
3.	Thayer Corner Road and Berkshire Trail	1	32	

CITY/TOWN NAME: CUMMINGTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: EAST LONGMEADOW
Crash Statistics Over a Five-Year Period (2020–2024)



2020-204	2021-278	2022-325	2023-352	2024-311
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Overview

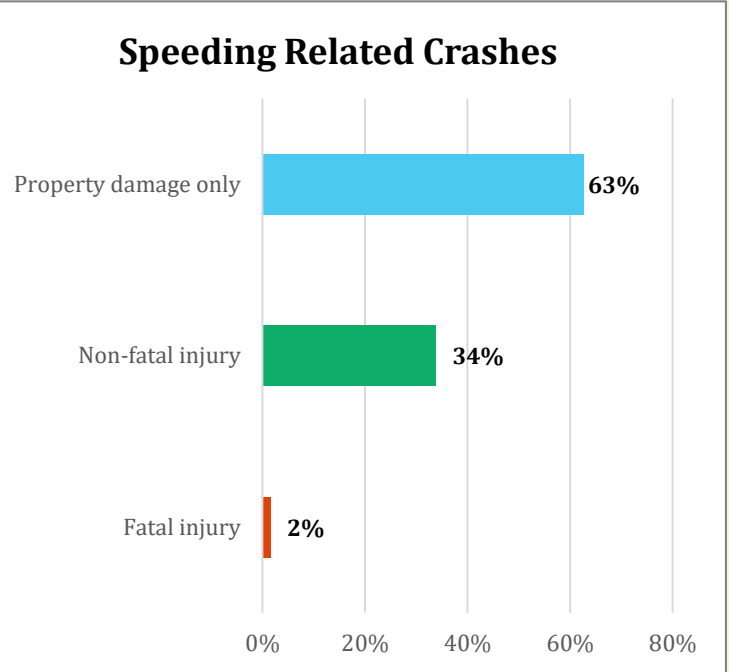
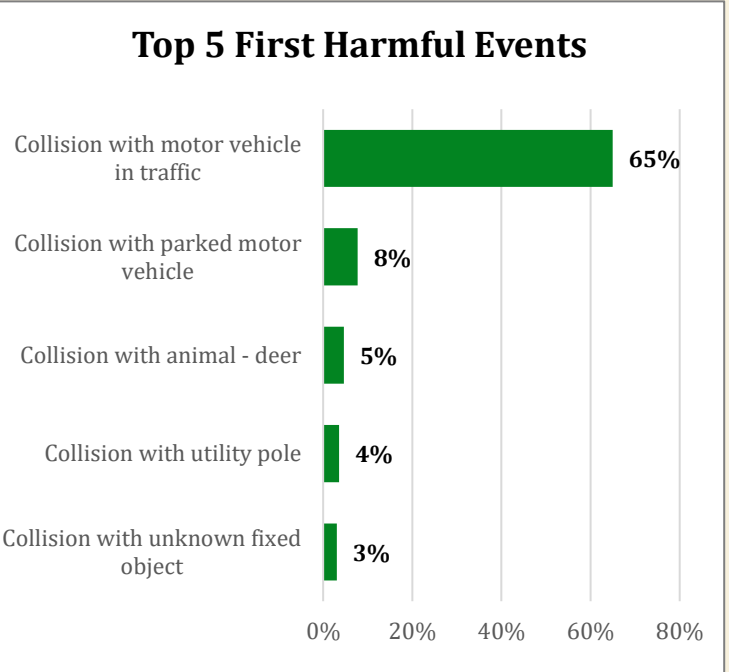
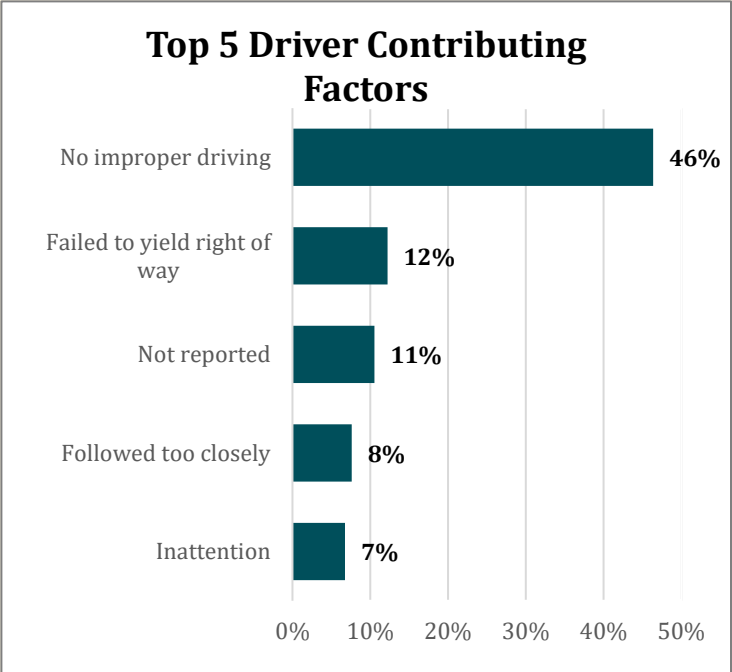
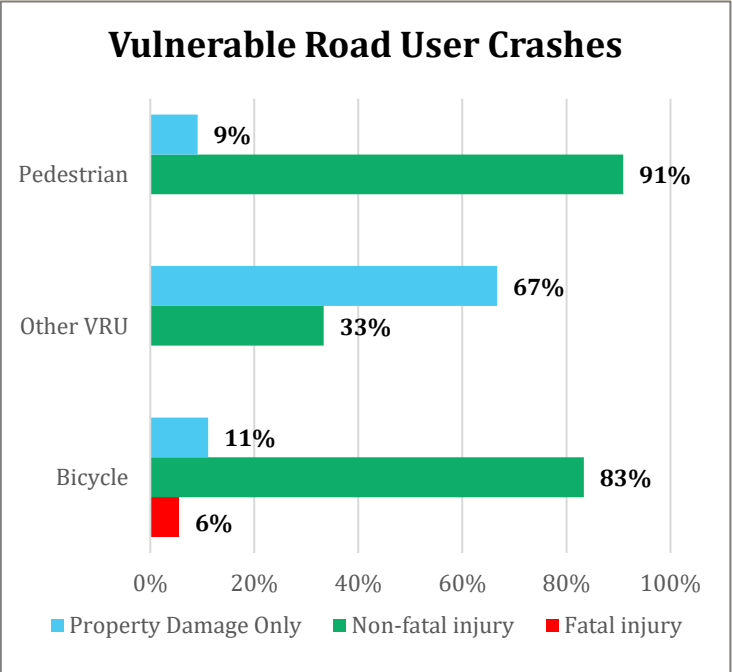
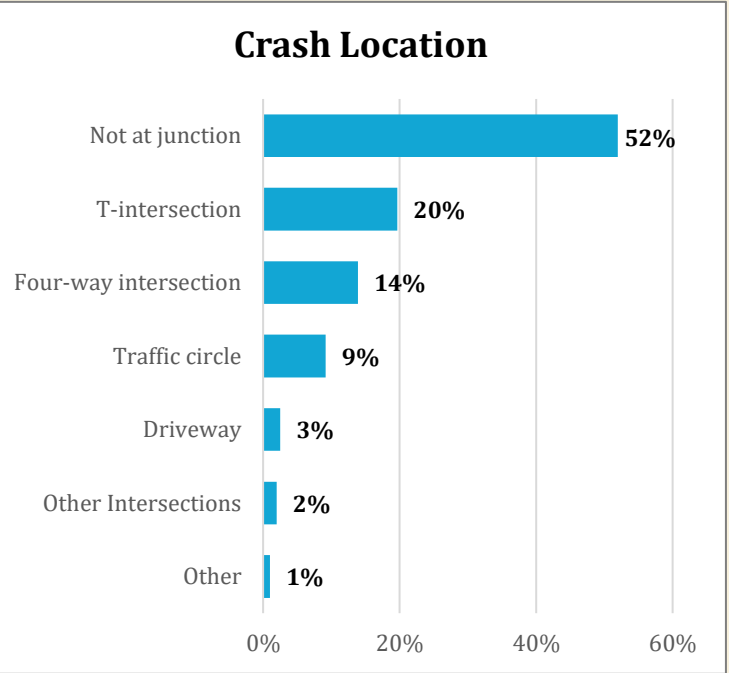
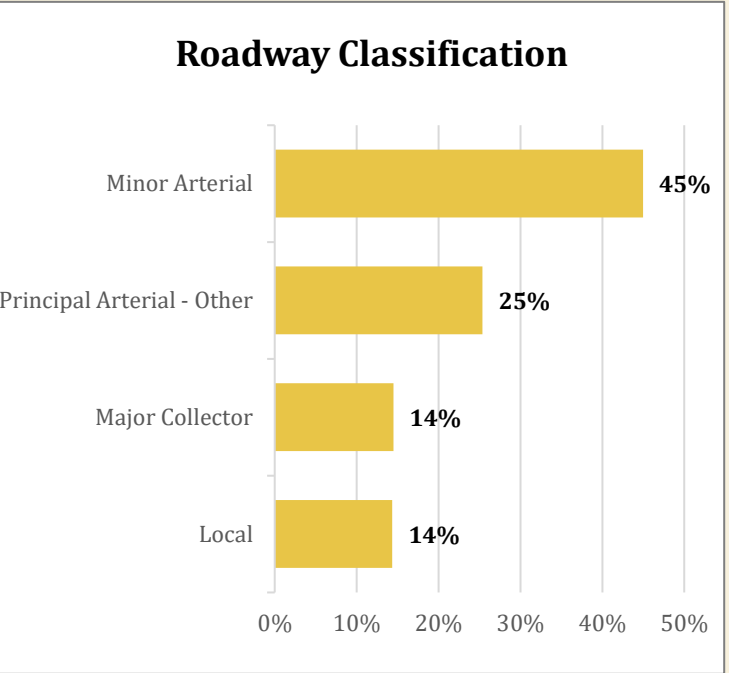
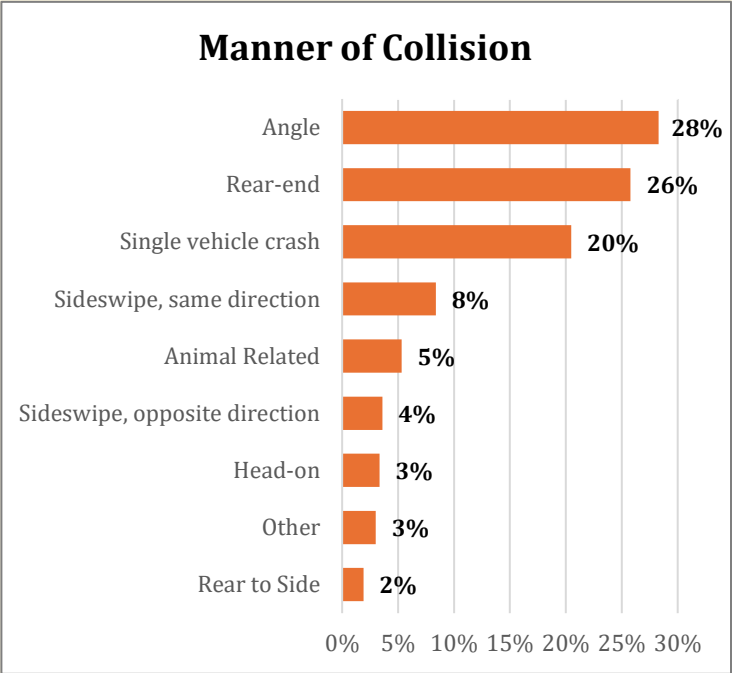
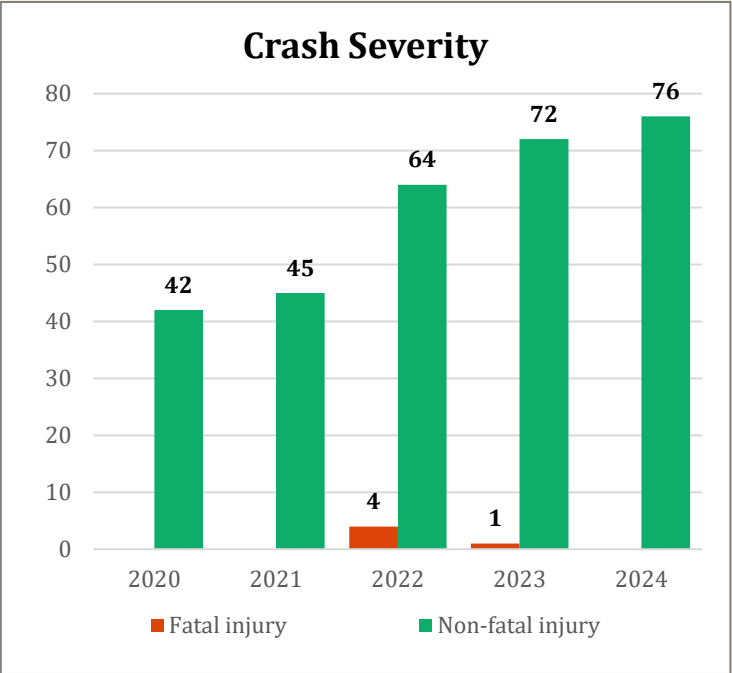
- Annual Crashes/1,000 Population – 18
- Total Fatal Crashes – 5
- Total Vulnerable Road User Crashes – 32
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 301
- Total Speeding-Related Crashes – 59

Key Trends

- 21% of crashes resulted in injury.
- 60% of the fatal crashes were single-vehicle crashes.
- 45% of crashes happened on minor arterials.
- 28% of crashes were angle crashes.
- 72% of crashes occurred in daylight.
- 80% of crashes occurred on dry surface conditions.

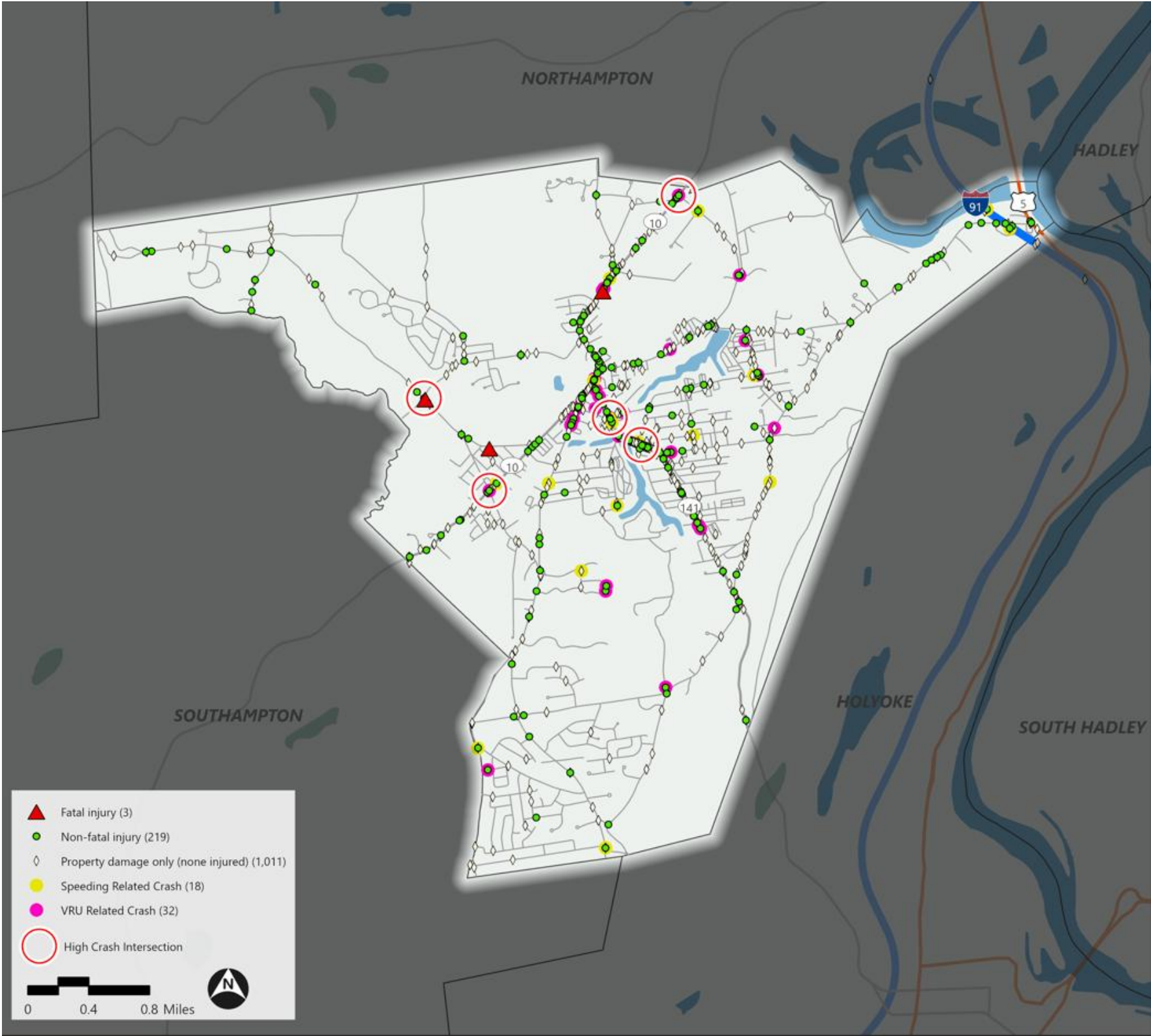
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	North Main Street, Elm Street, Pleasant Street, Somers Road, Prospect Street, and Maple Street	110	531
2.	Mapleshade Avenue, Westwood Avenue and North Main Street	74	427
3.	Chestnut Street and Prospect Street	47	353
4.	Harkness Avenue and North Main Street	53	338
5.	Chestnut Street and Shaker Road	29	264

CITY/TOWN NAME: EAST LONGMEADOW
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: EASTHAMPTON

Crash Statistics Over a Five-Year Period (2020–2024)



2020-210	2021-224	2022-293	2023-297	2024-256
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Overview

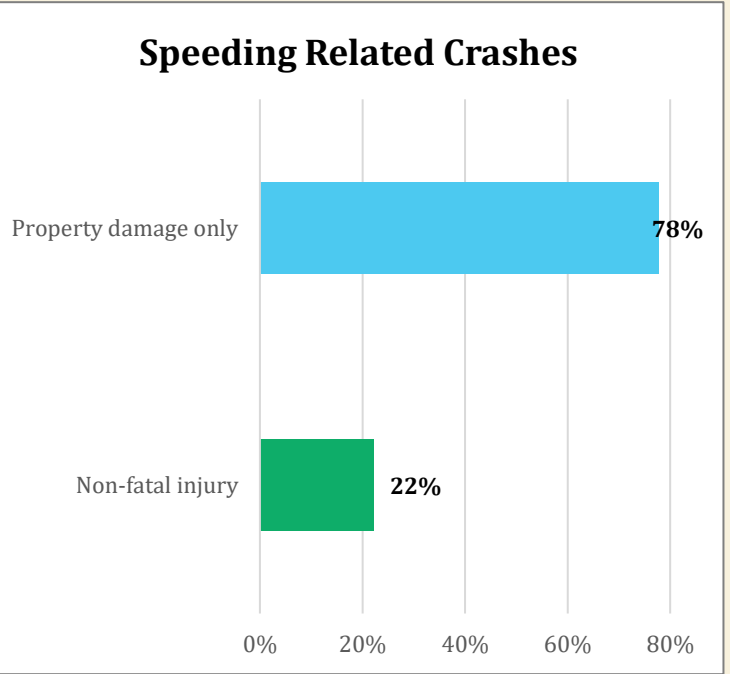
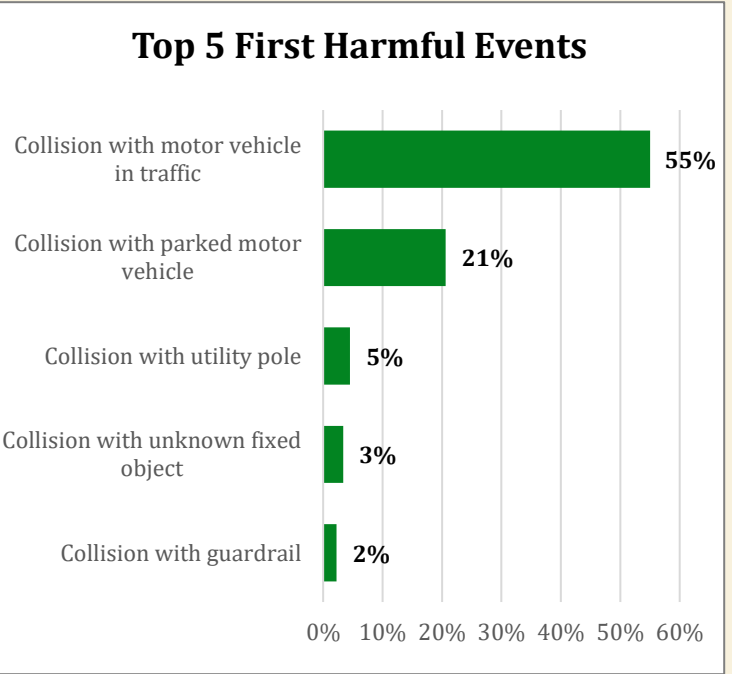
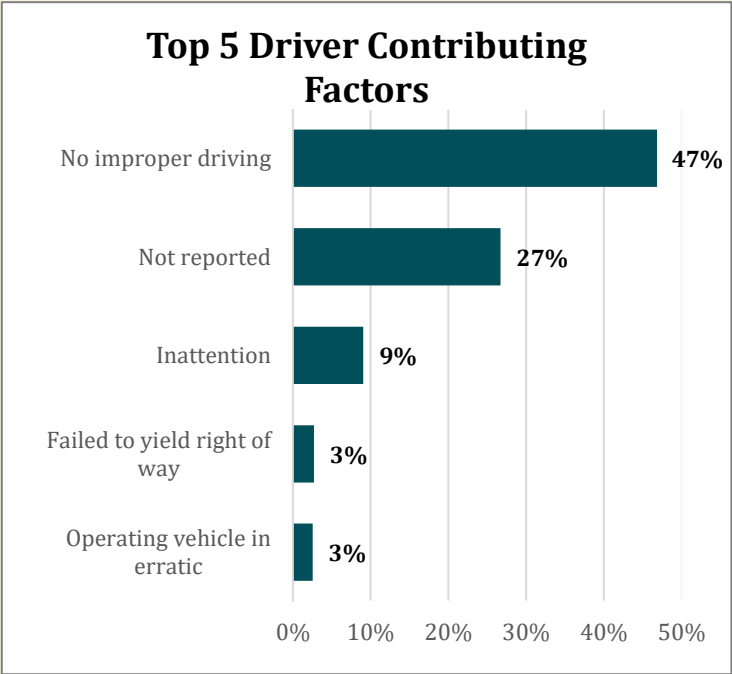
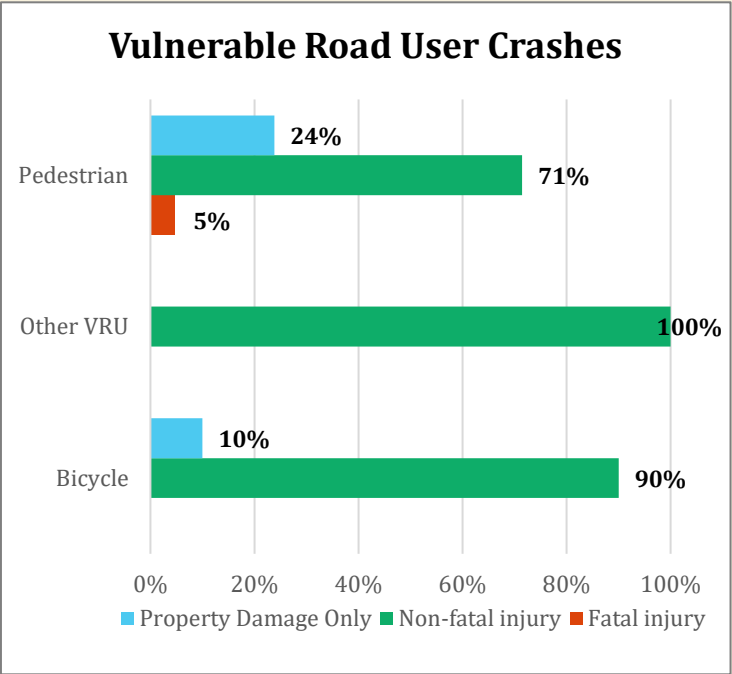
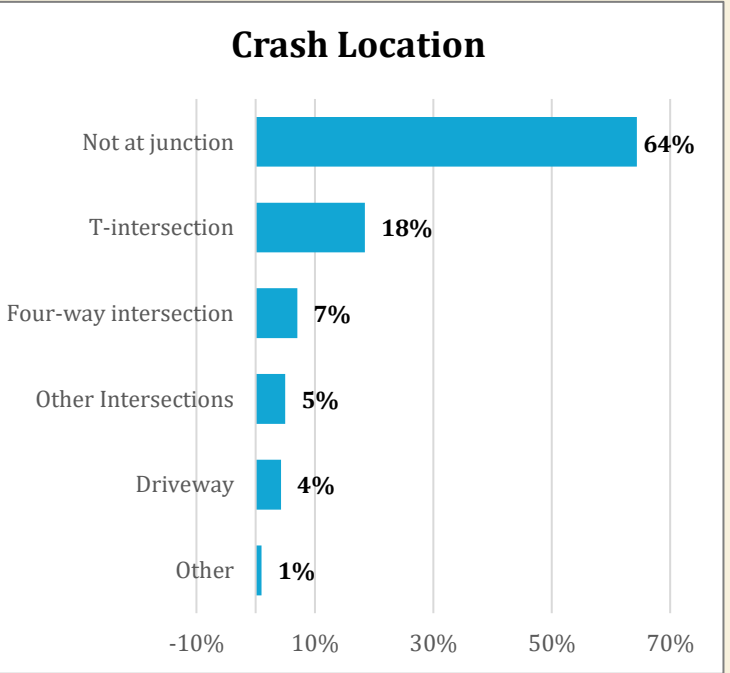
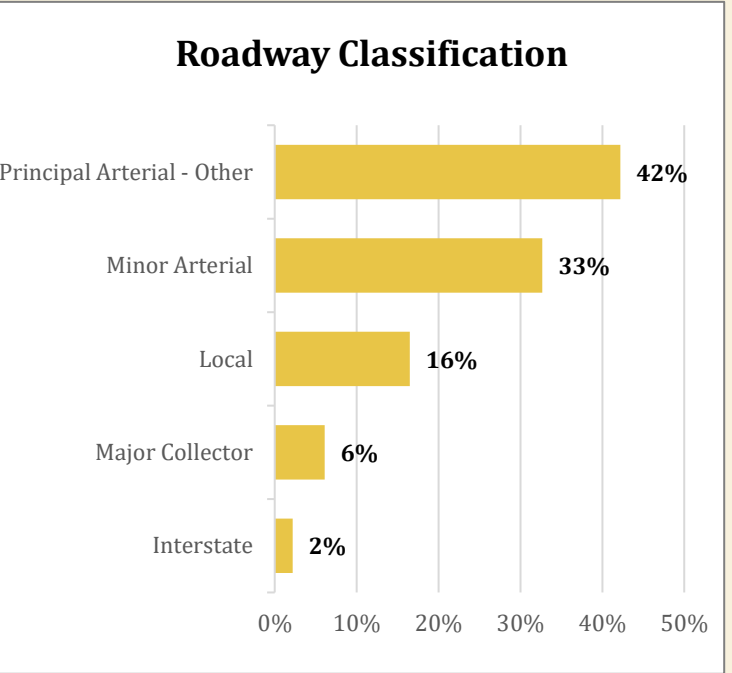
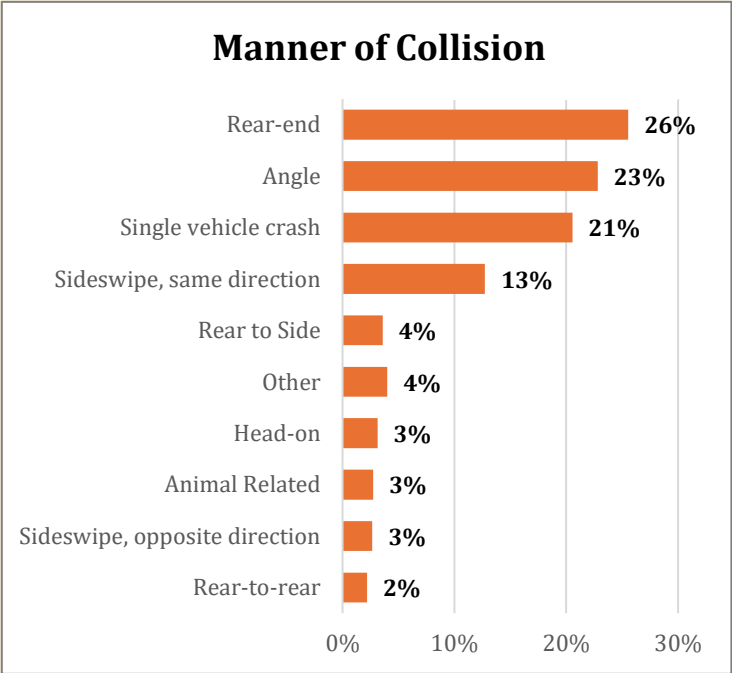
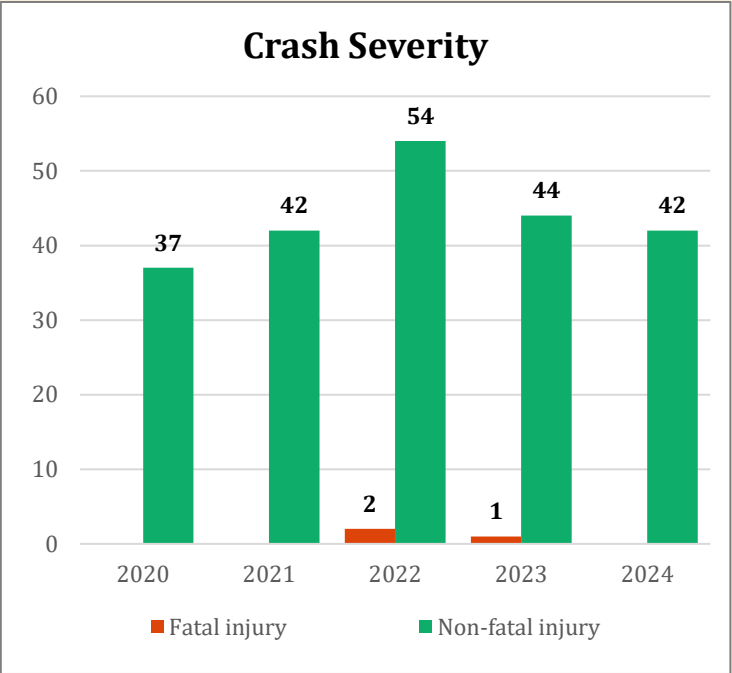
- Annual Crashes/1,000 Population – 16
- Total Fatal Crashes – 3
- Total Vulnerable Road User Crashes – 32
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 263
- Total Speeding-Related Crashes – 18

Key Trends

- 17% of crashes resulted in injury.
- 67% of the fatal crashes were single-vehicle crashes.
- 42% of crashes happened on principal arterials.
- 26% of crashes were rear-ends.
- 75% of crashes occurred in daylight.
- 80% of crashes occurred on dry surface conditions.

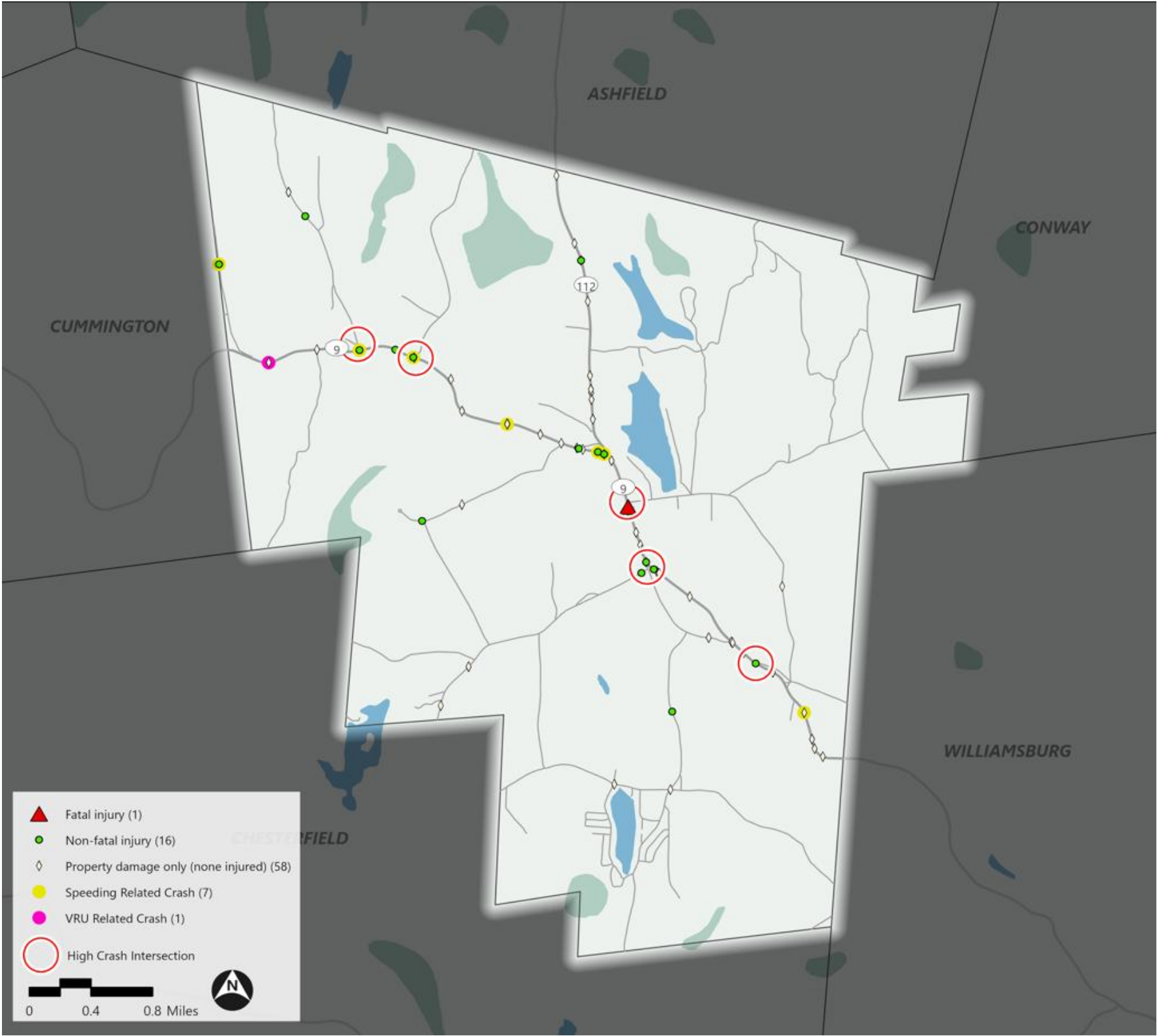
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Liberty Street and Union Street	44	206
2.	West Street, Pomeroy Meadow Road, Loudville Road, and Glendale Street	22	194
3.	O’Neil Street and Northampton Street	19	183
4.	South Street and Main Street	23	156
5.	Pine Street and Cottage Street	66	151

CITY/TOWN NAME: EASTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: GOSHEN

Crash Statistics Over a Five-Year Period (2020–2024)



2020–14	2021–19	2022–19	2023–13	2024–12
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Overview

- Annual Crashes/1,000 Population – 16
- Total Fatal Crashes – 1
- Total Vulnerable Road User Crashes – 1
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 36
- Total Speeding-Related Crashes – 7

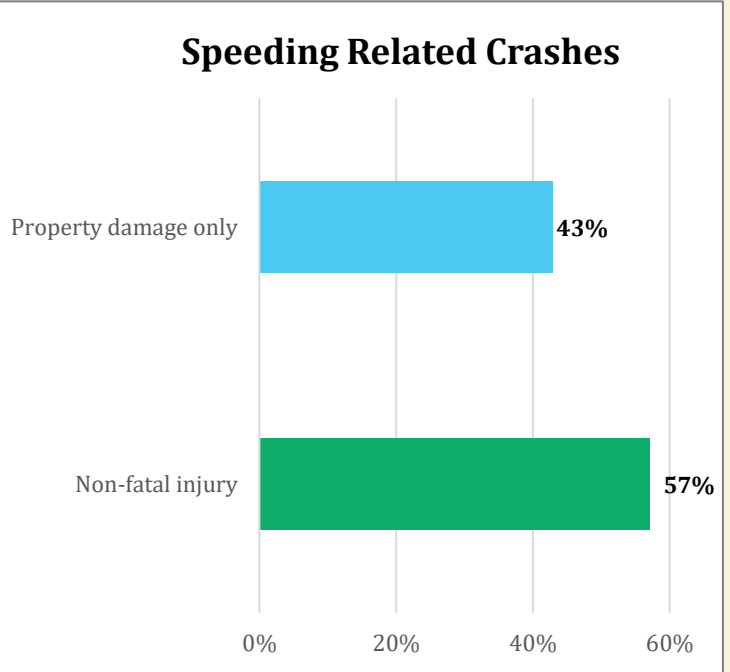
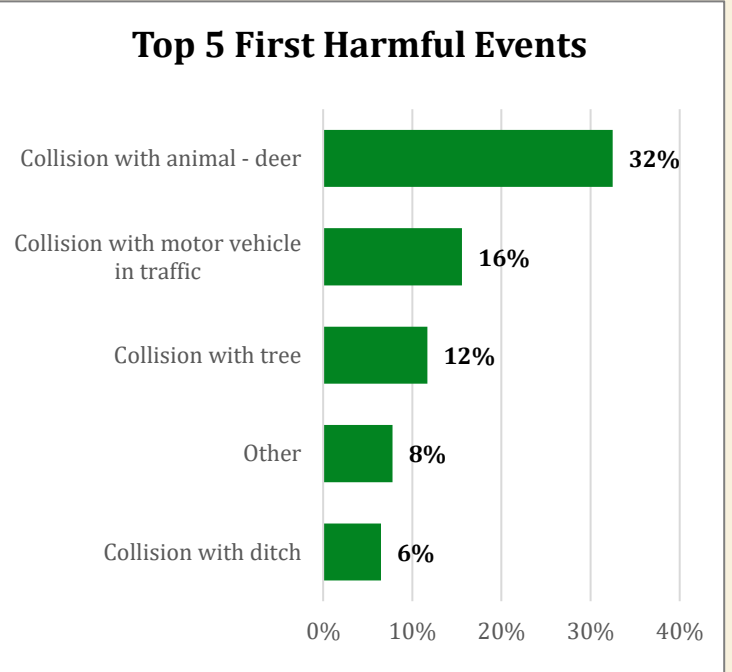
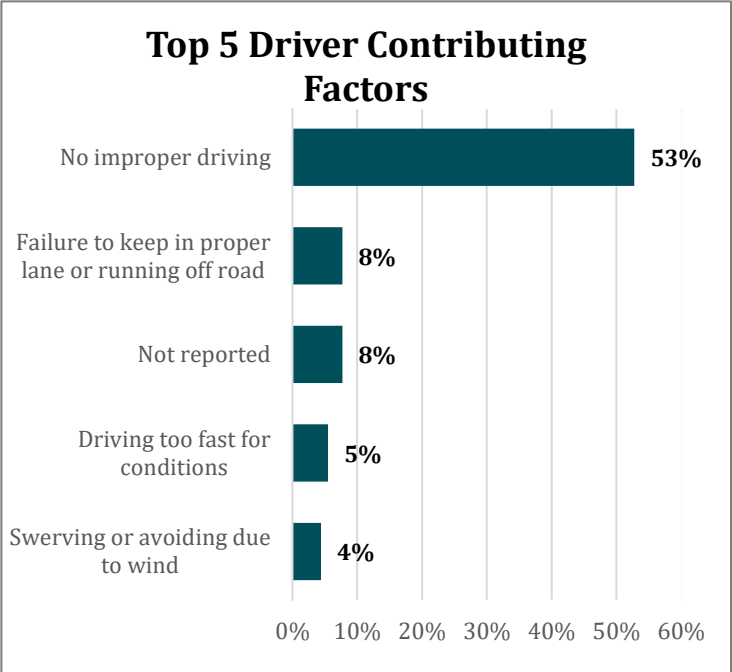
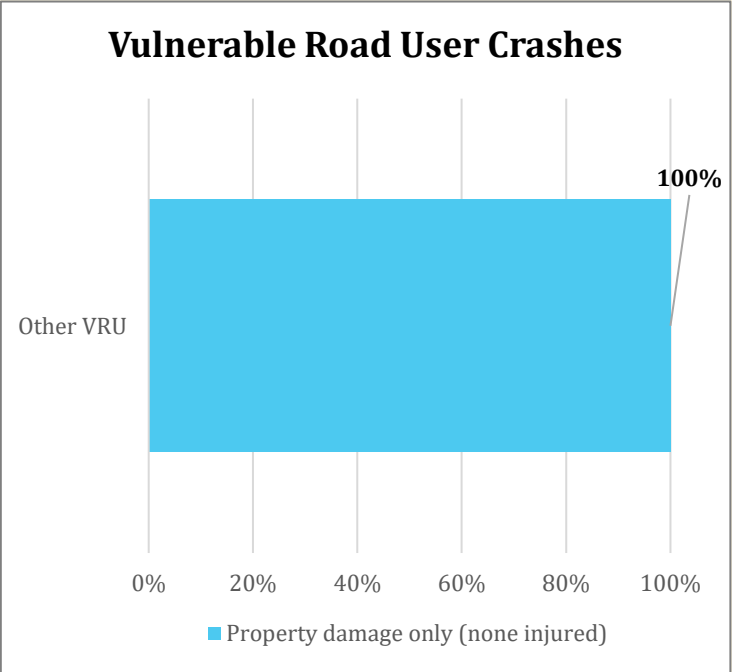
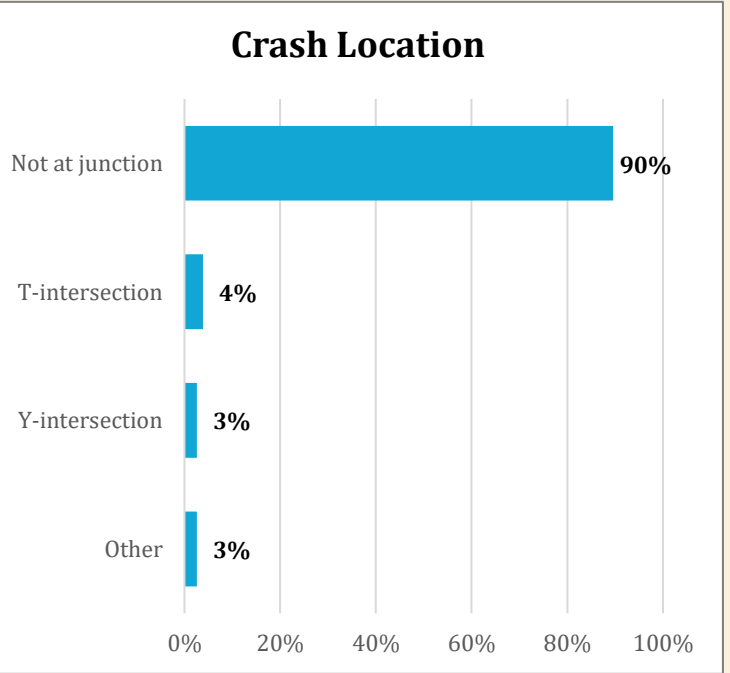
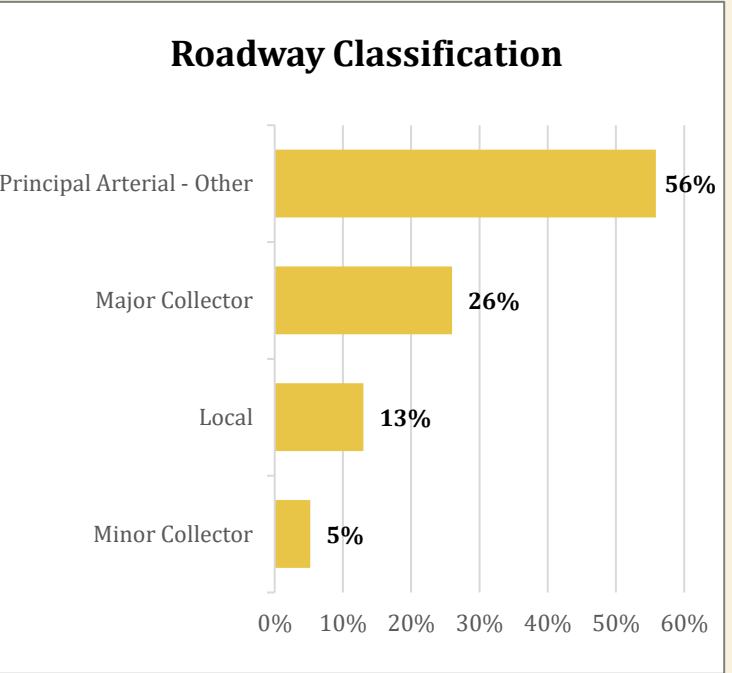
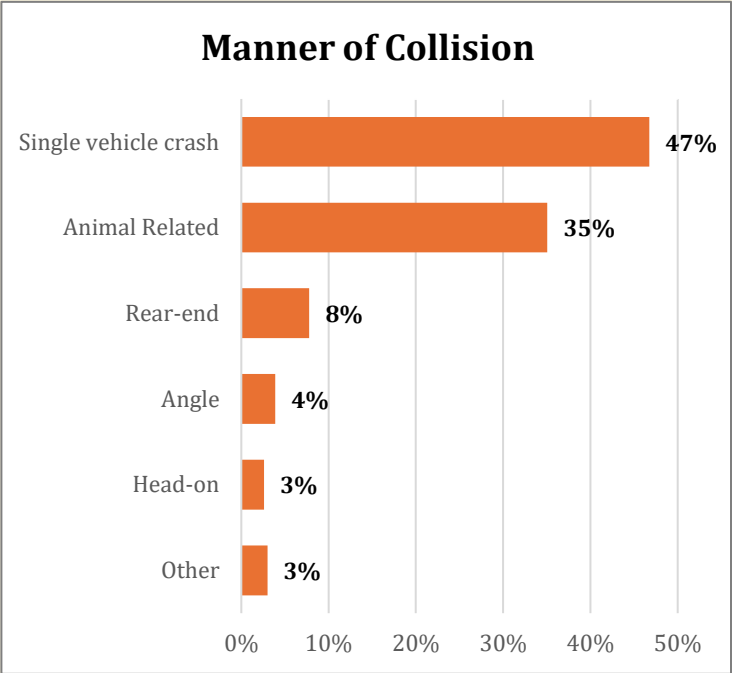
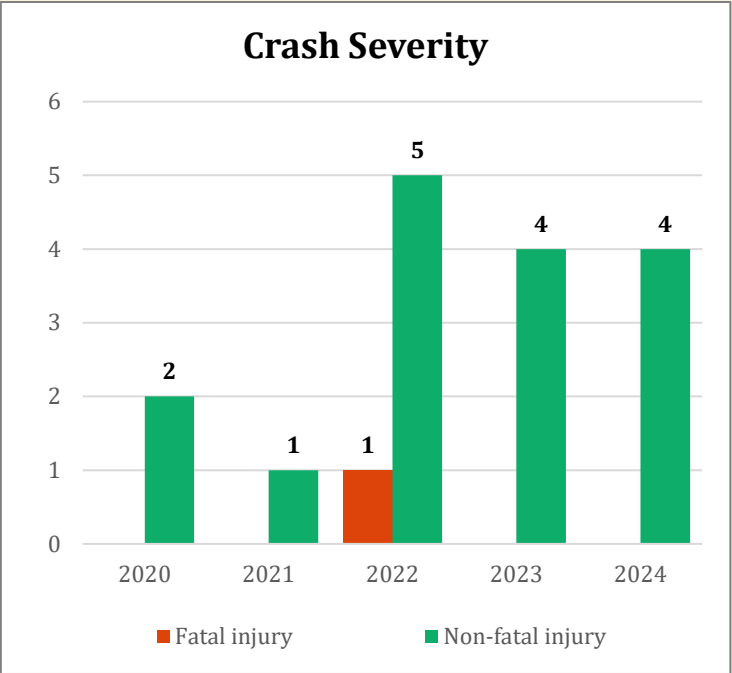
Key Trends

- 22% of crashes resulted in injury.
- 100% of the fatal crashes were angle crashes.
- 56% of crashes happened on principal arterials.
- 47% of crashes were single-vehicle crashes.
- 60% of crashes occurred in daylight.
- 70% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Sears Road and Marine Corps League Highway	2	33
2.	South Main Street and West Street	1	32
3.	Stone Road and Spruce Corner Road	1	32
4.	East Street and Main Street	1	32
5.	Old Goshen Road, Marine Corps League Highway, Berkshire Trail East and Berkshire Trail	1	32

CITY/TOWN NAME: GOSHEN

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: GRANBY

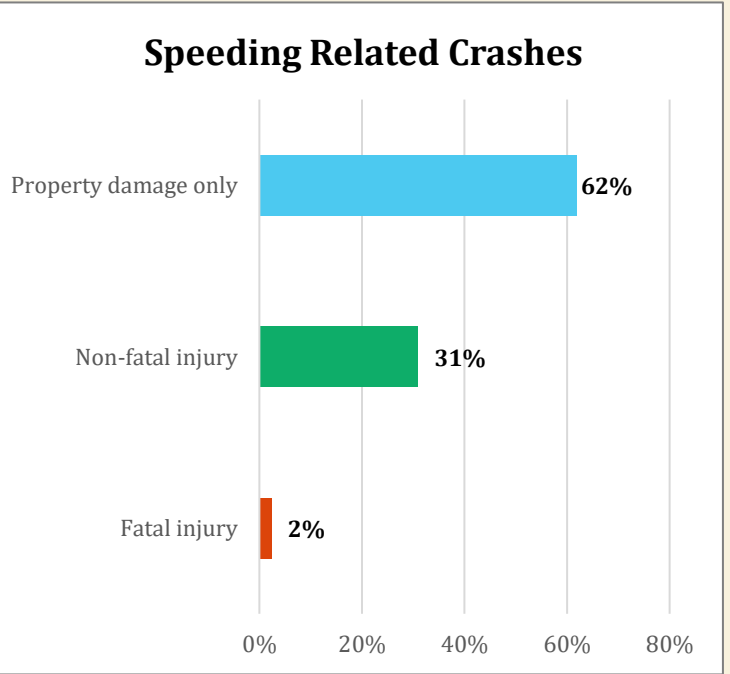
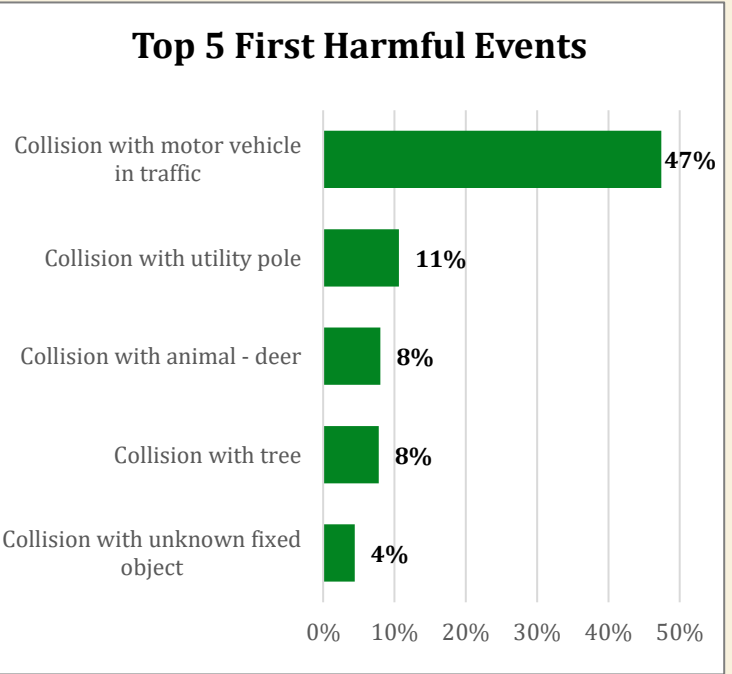
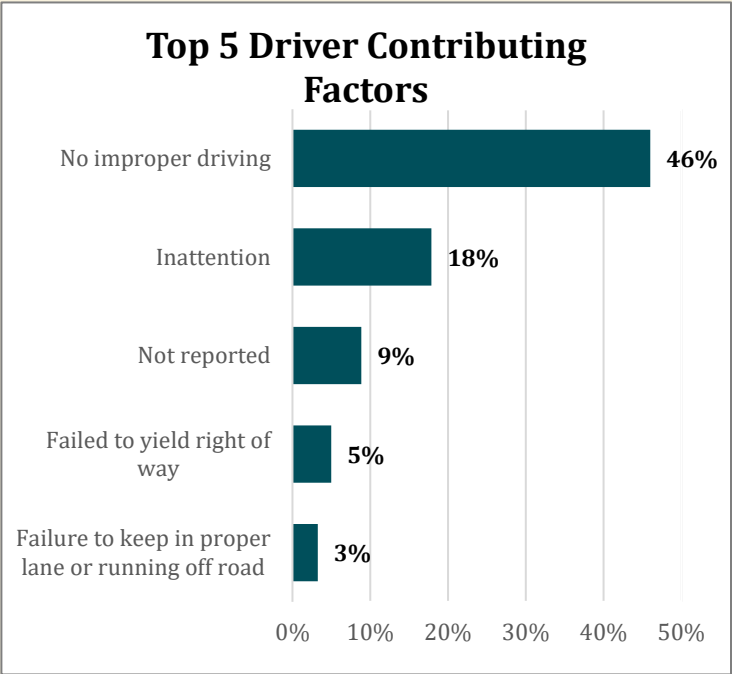
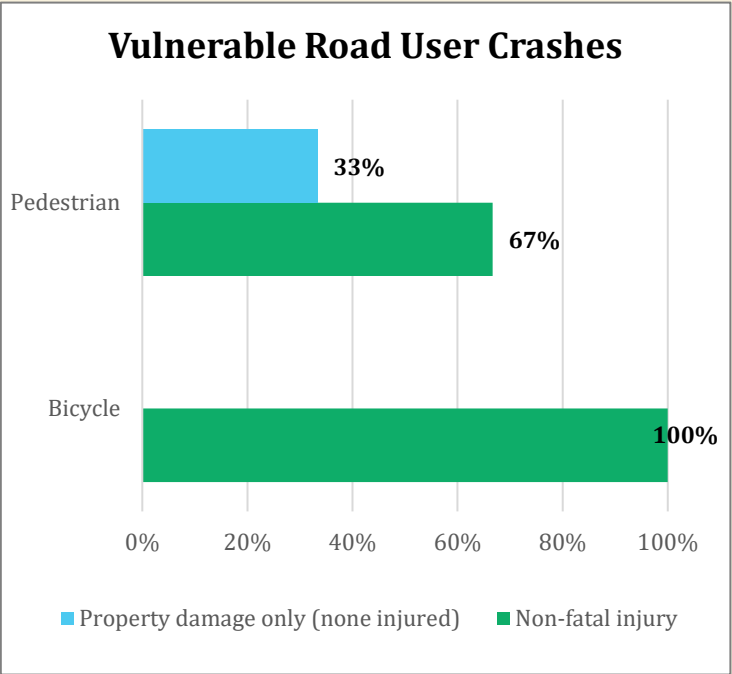
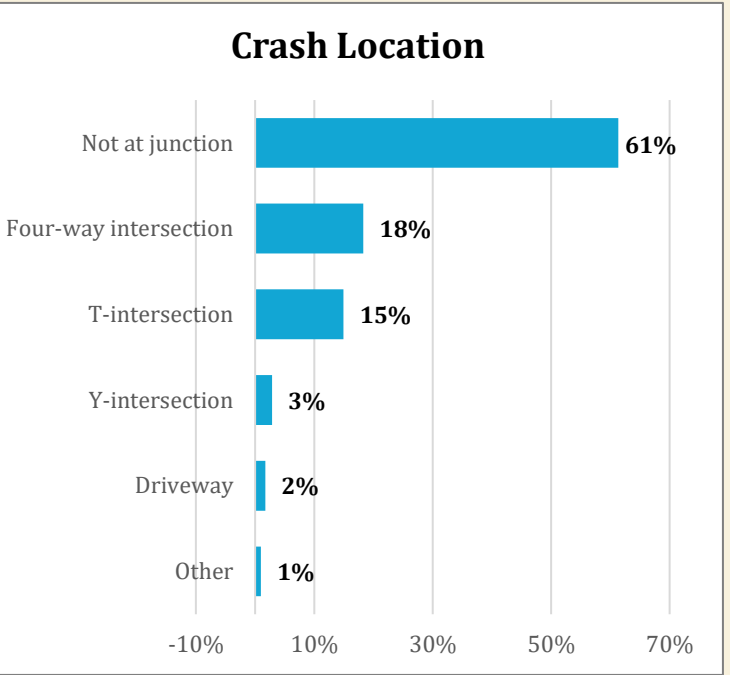
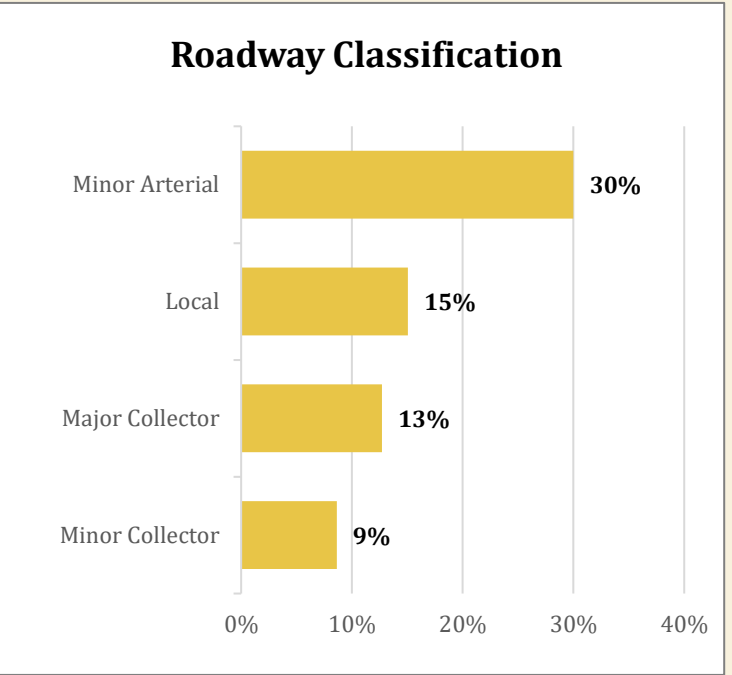
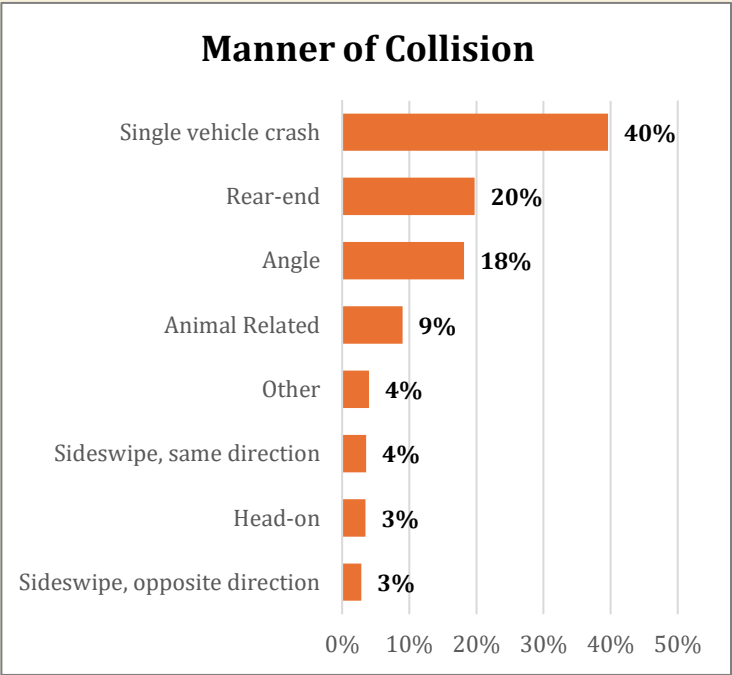
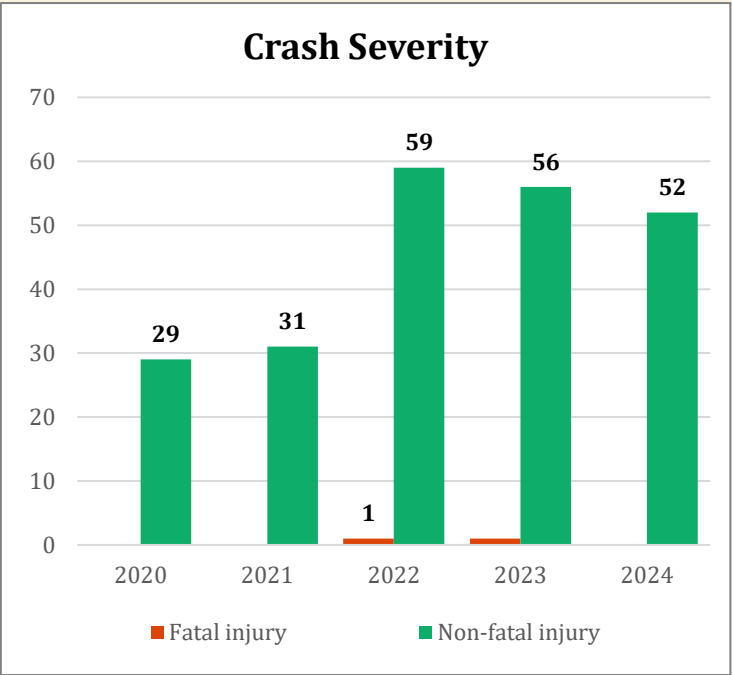
Crash Statistics Over a Five-Year Period (2020–2024)



2020–124	2021–147	2022–180	2023–174	2024–185
Overview				
- Annual Crashes/1,000 Population – 27 - Total Fatal Crashes – 2 - Total Vulnerable Road User Crashes – 9 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 321 - Total Speeding-Related Crashes – 42				
Key Trends				
28% of crashes resulted in injury. 50% of the fatal crashes were angle crashes. 50% of the fatal crashes were head-on crashes. 34% of crashes happened on principal arterials. 40% of crashes were single-vehicle crashes. 67% of crashes occurred in daylight. 72% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	School Street and East State Street	34	503	
2.	Amherst Street and West State Street	56	299	
3.	Fred Ruel Road, Chicopee Street and East State Street	34	278	
4.	South Street and New Ludlow Road	14	214	
5.	Pleasant Street and West State Street	42	186	

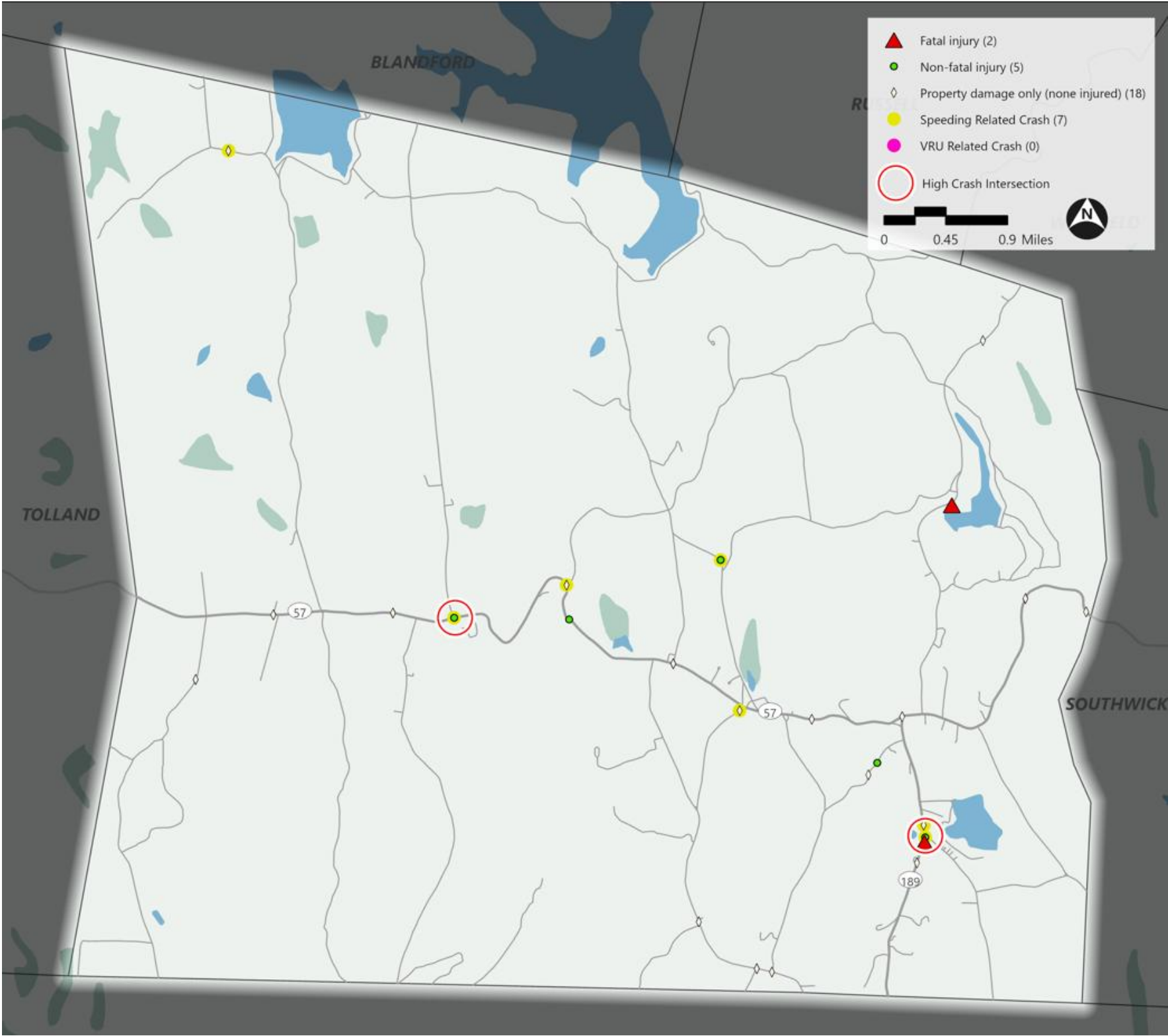
CITY/TOWN NAME: GRANBY

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: GRANVILLE

Crash Statistics Over a Five-Year Period (2020–2024)



2020-4	2021-6	2022-5	2023-3	2024-7
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Overview

- Annual Crashes/1,000 Population – 3
- Total Fatal Crashes – 2
- Total Vulnerable Road User Crashes – 0
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 22
- Total Speeding-Related Crashes – 7

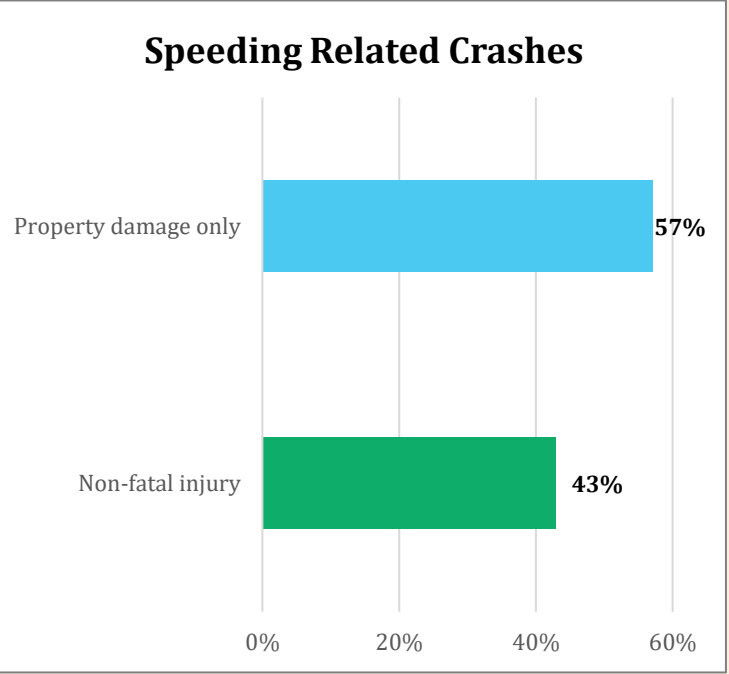
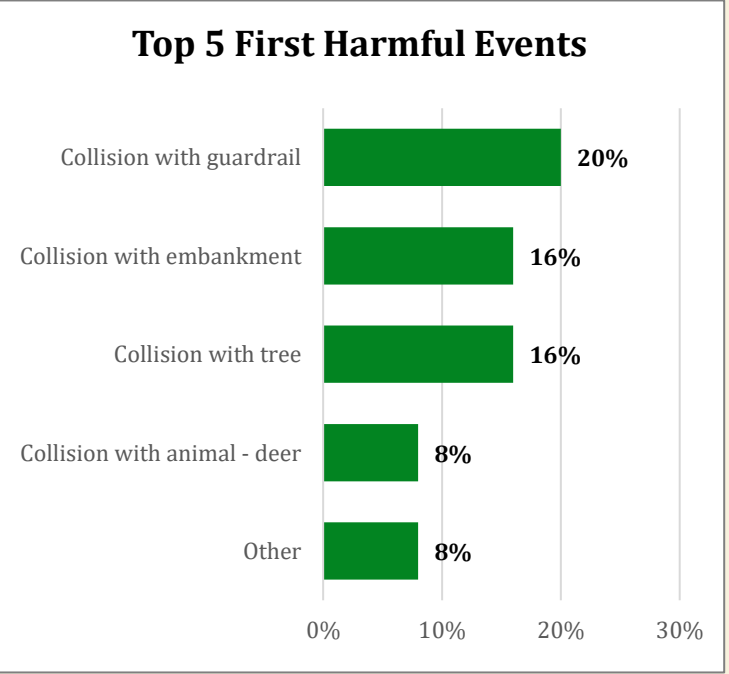
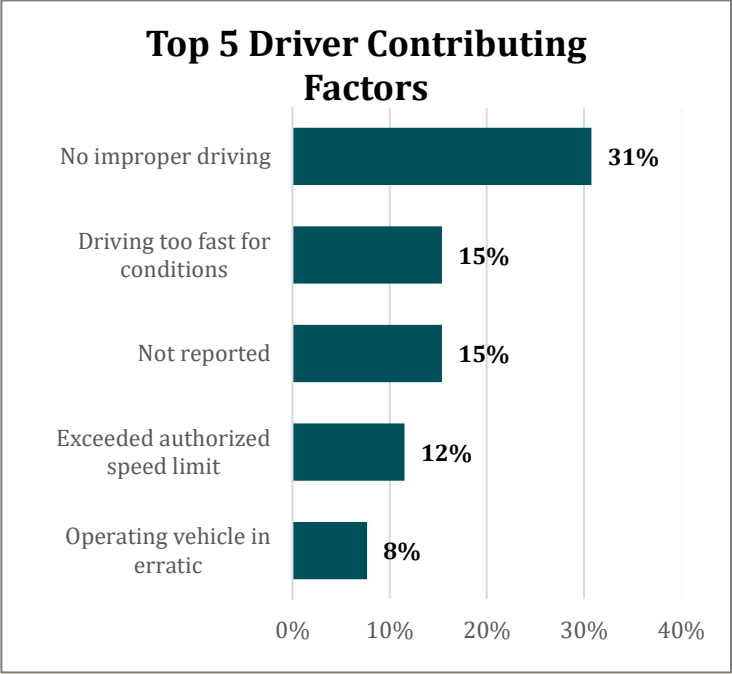
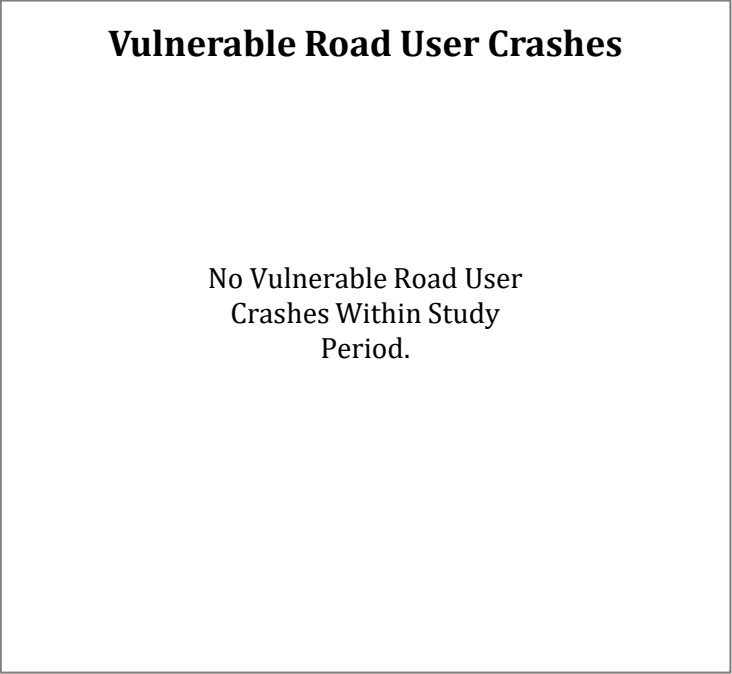
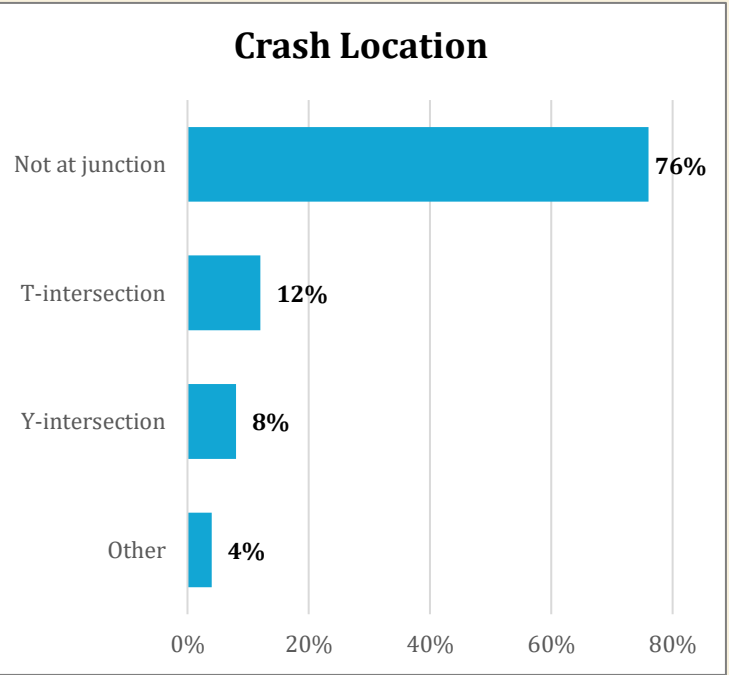
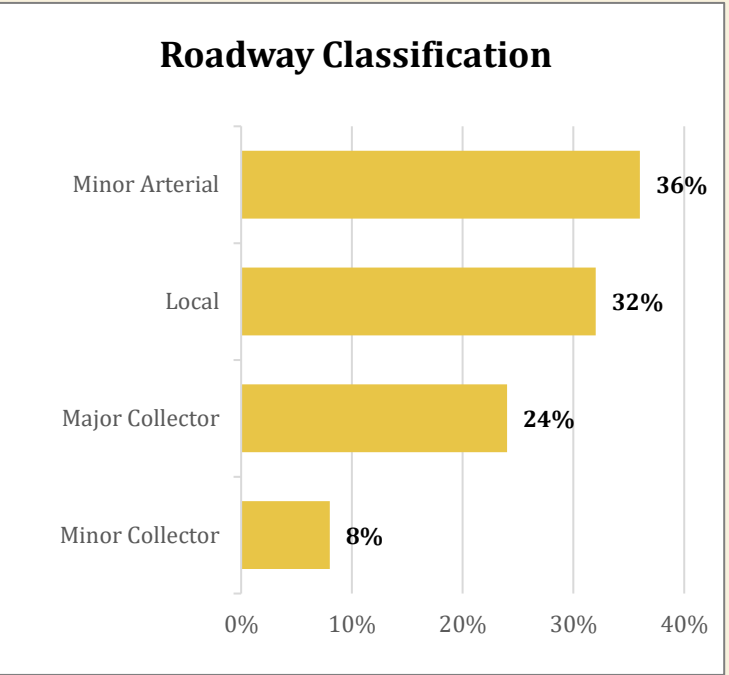
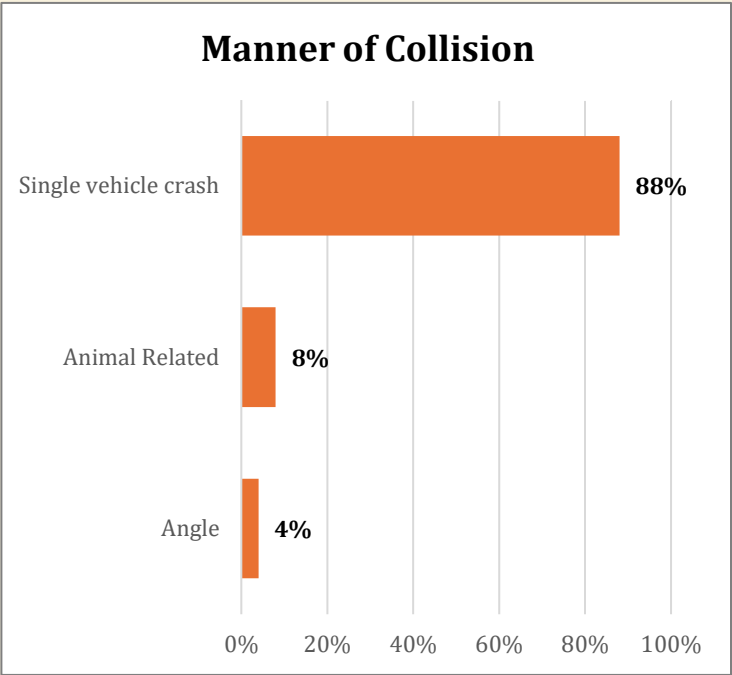
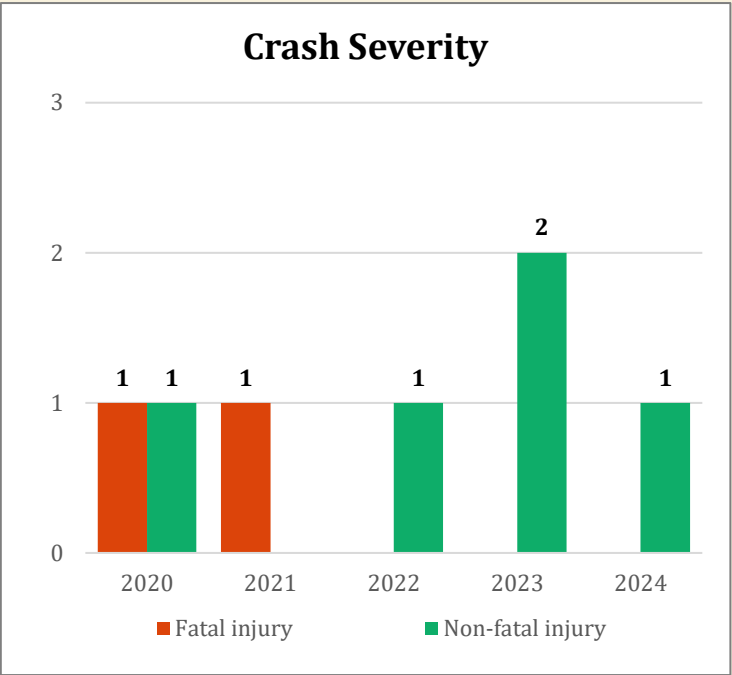
Key Trends

- 28% of crashes resulted in injury.
- 100% of the fatal crashes were single-vehicle crashes.
- 36% of crashes happened on minor arterials.
- 88% of crashes were single-vehicle crashes.
- 40% of crashes occurred in dark-roadway not lighted.
- 56% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Silver Street and Granby Road	2	64
2.	North Lane and Main Road	1	32

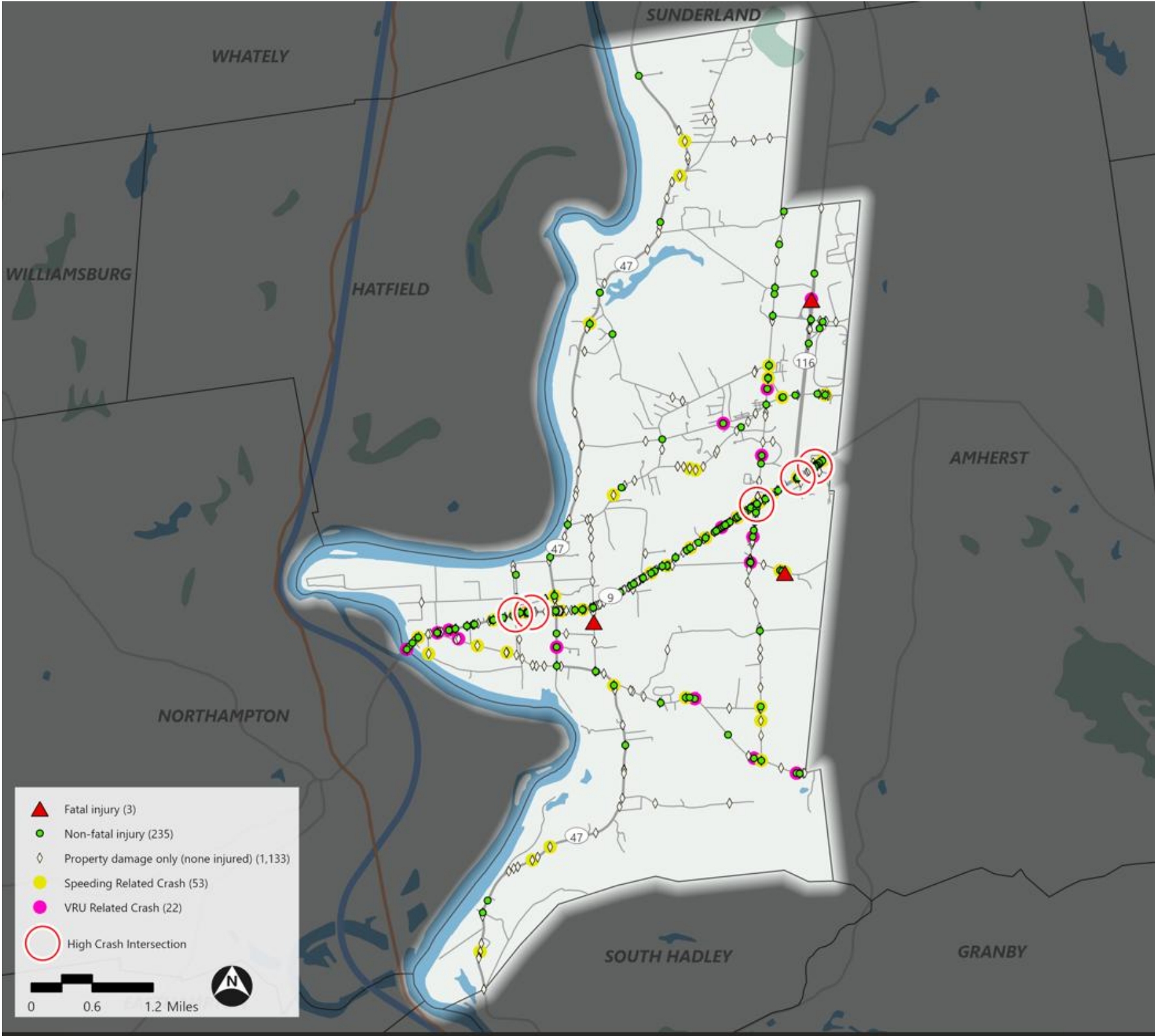
CITY/TOWN NAME: GRANVILLE

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: HADLEY

Crash Statistics Over a Five-Year Period (2020–2024)



2020-219	2021-247	2022-304	2023-341	2024-315
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Overview

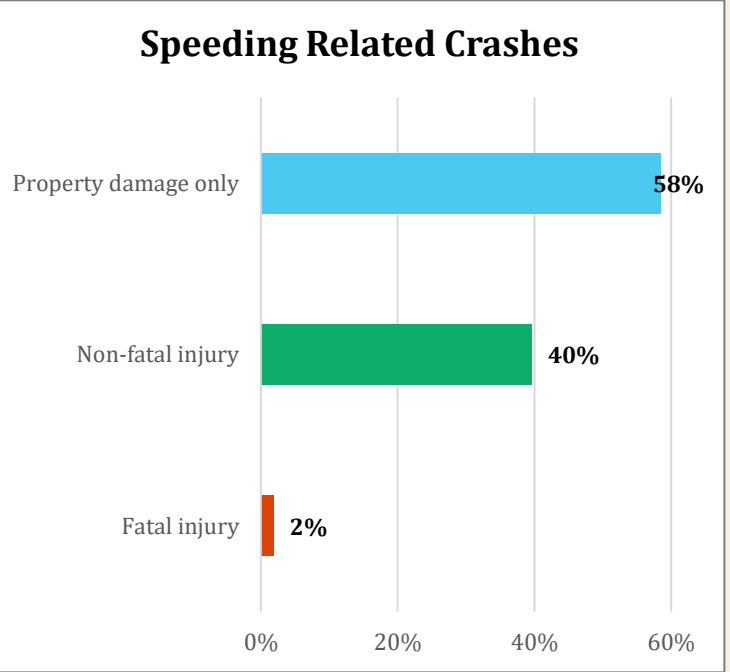
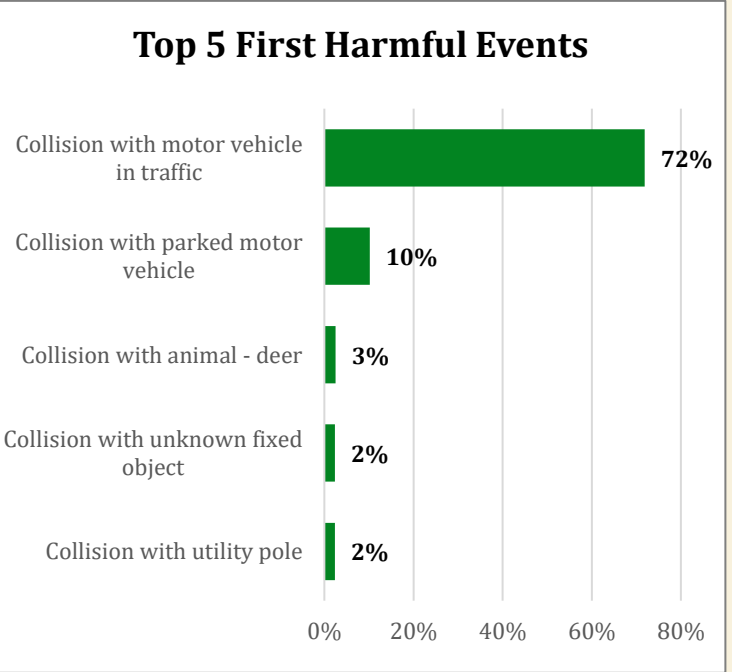
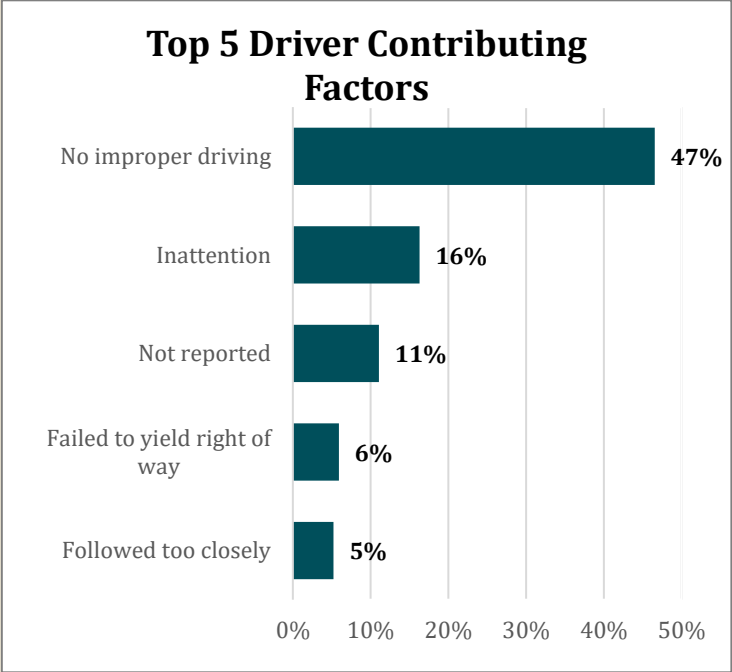
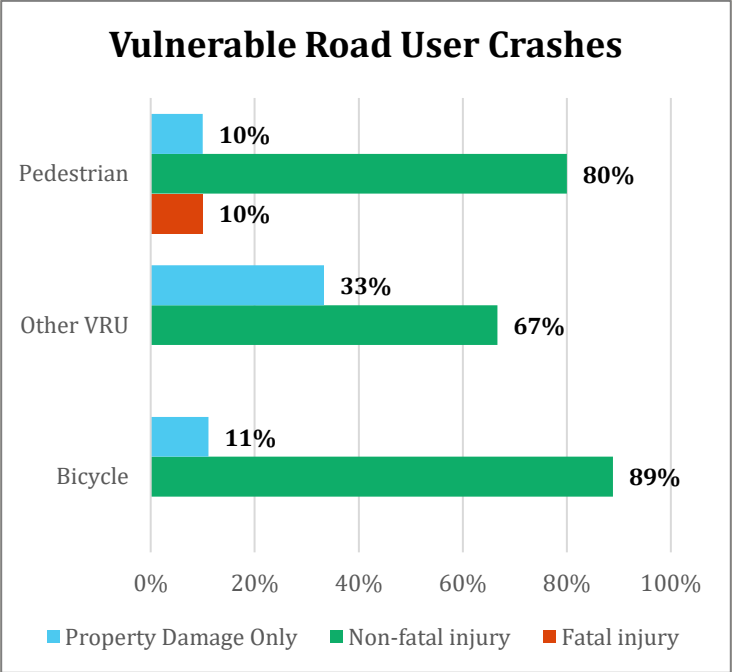
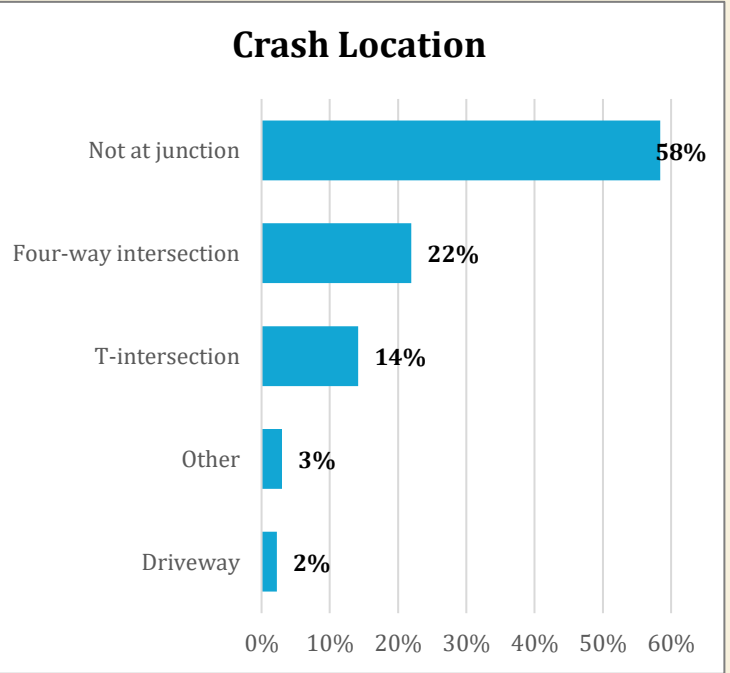
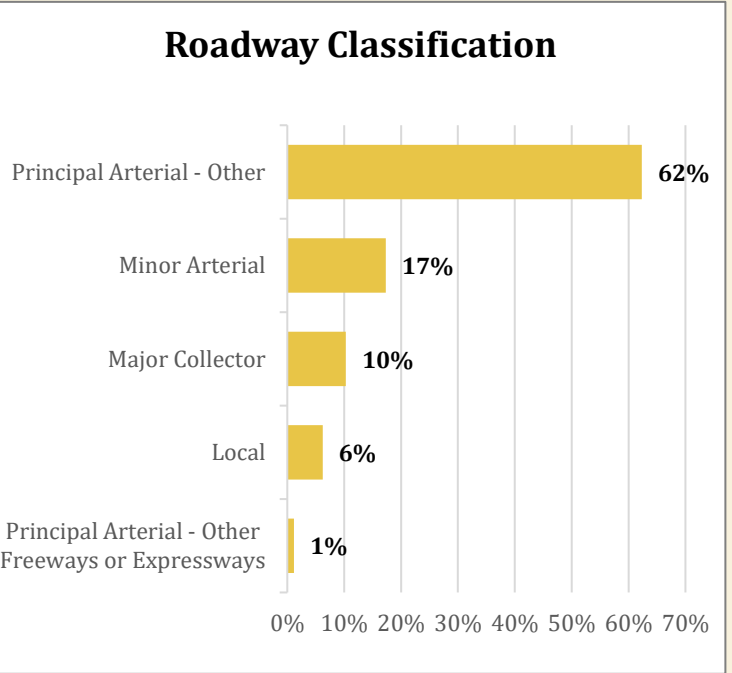
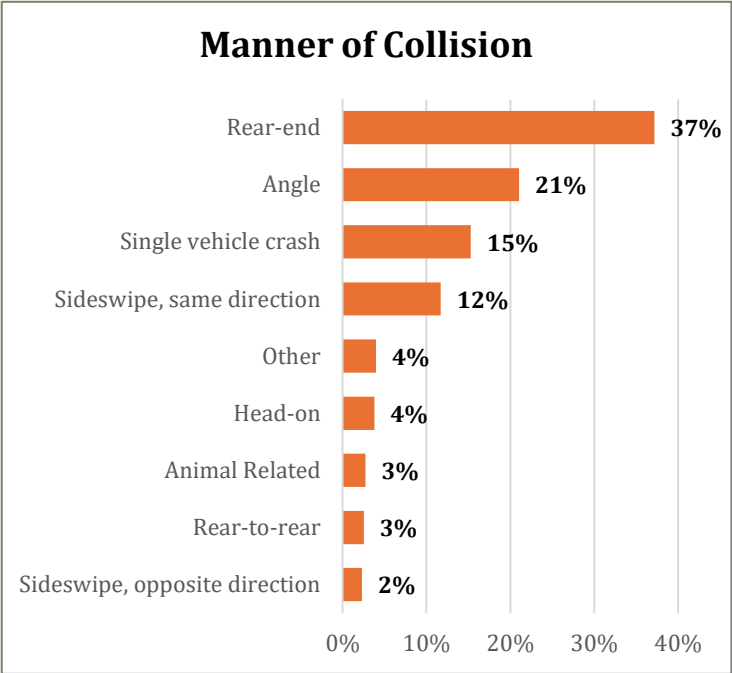
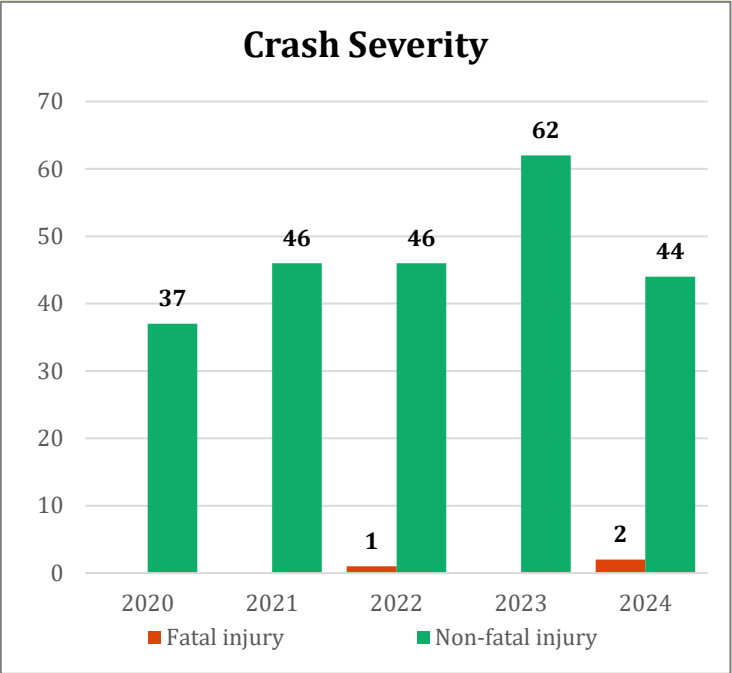
- Annual Crashes/1,000 Population – 54
- Total Fatal Crashes – 3
- Total Vulnerable Road User Crashes – 22
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 218
- Total Speeding-Related Crashes – 53

Key Trends

- 17% of crashes resulted in injury.
- 33% of the fatal crashes were angle crashes.
- 33% of the fatal crashes were pedestrian crashes.
- 33% of the fatal crashes were single-vehicle crashes.
- 62% of crashes happened on principal arterials.
- 37% of crashes were rear-end crashes.
- 73% of crashes occurred in daylight.

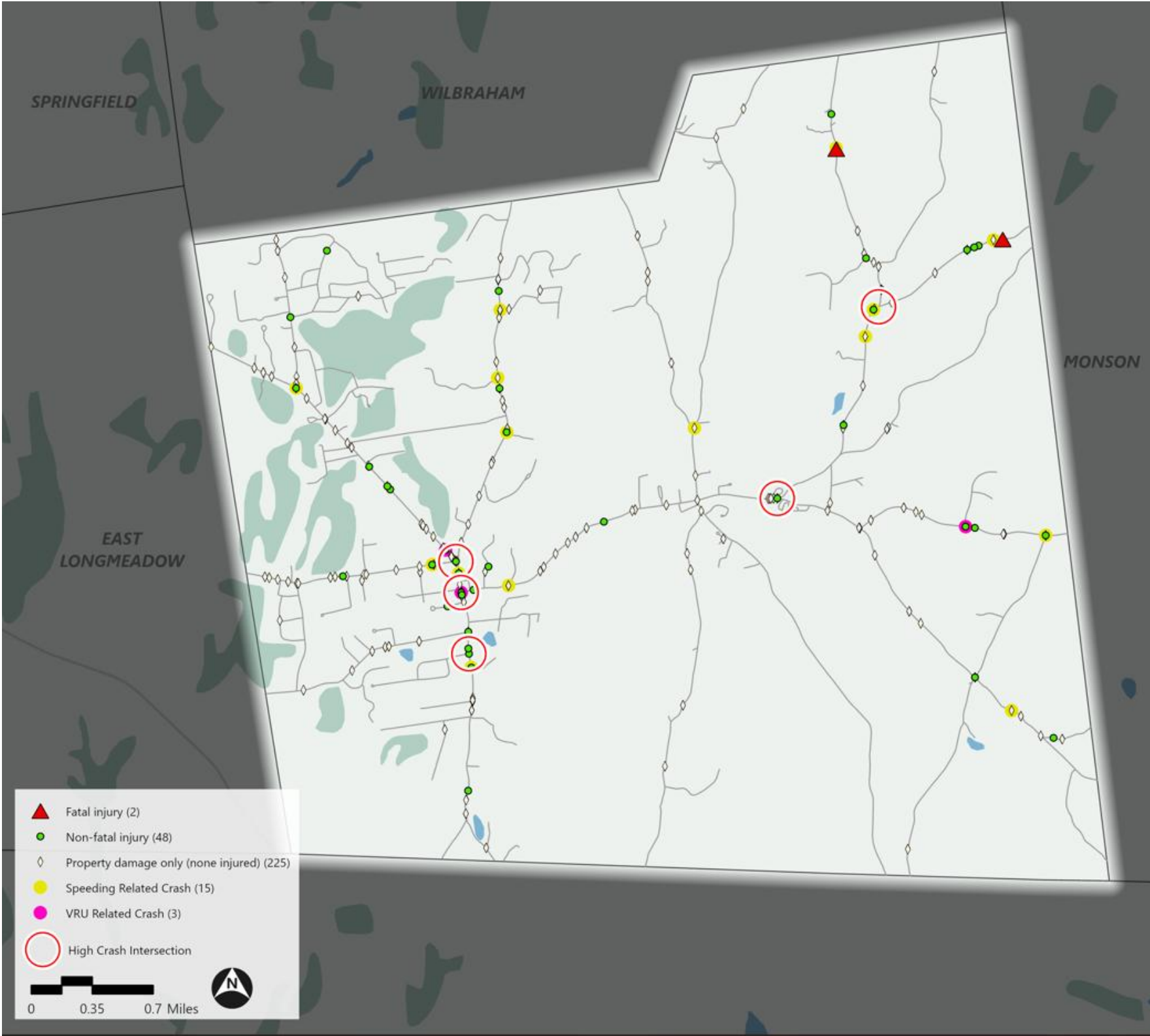
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	S Maple Street, N Maple Street and Russell Street	117	433
2.	Whalley Street and Russell Street	33	320
3.	West Street and Russell Street	36	310
4.	Campus Plaza Road, Greenleaves Drive and Russell Street	29	264
5.	Route 116, Westgate Center Drive and Russell Street	35	171

CITY/TOWN NAME: HADLEY
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: HAMPDEN

Crash Statistics Over a Five-Year Period (2020–2024)



2020–41	2021–58	2022–59	2023–68	2024–55
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Overview

- Annual Crashes/1,000 Population – 11
- Total Fatal Crashes – 2
- Total Vulnerable Road User Crashes – 3
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 101
- Total Speeding-Related Crashes – 15

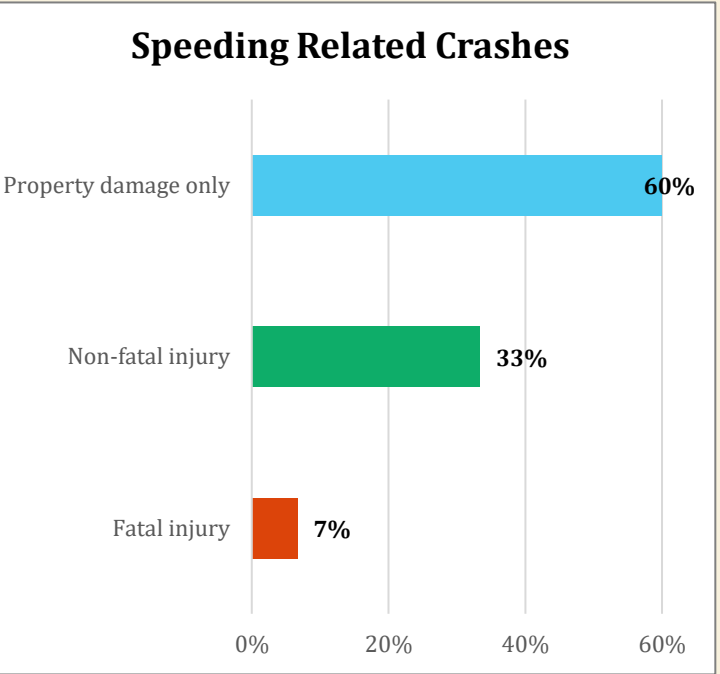
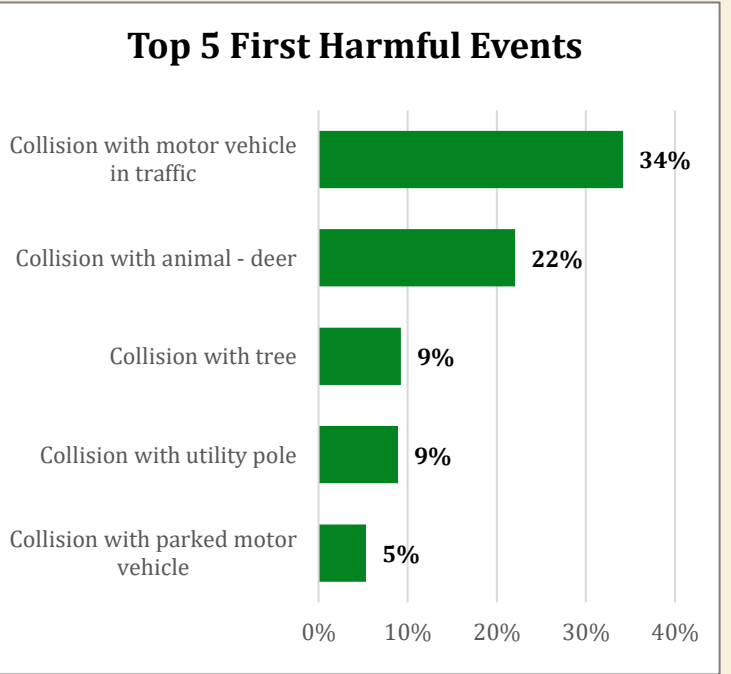
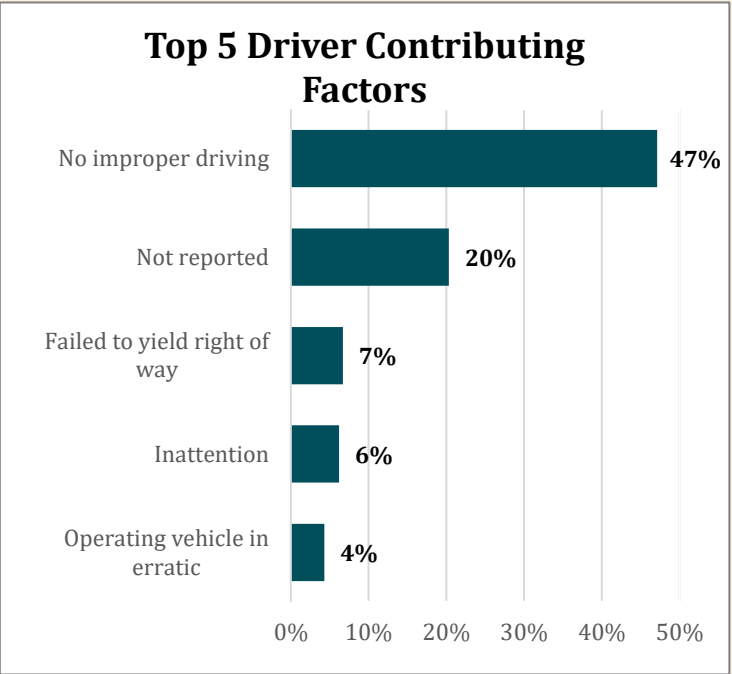
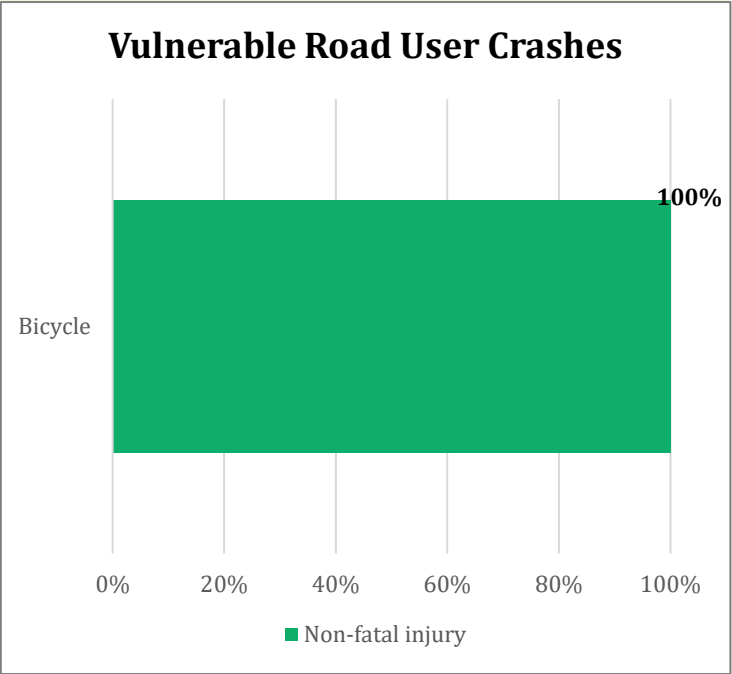
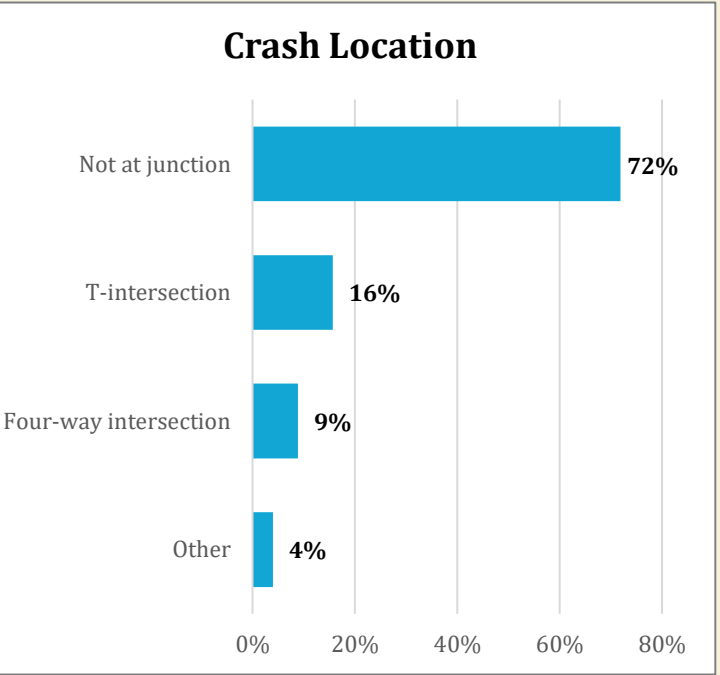
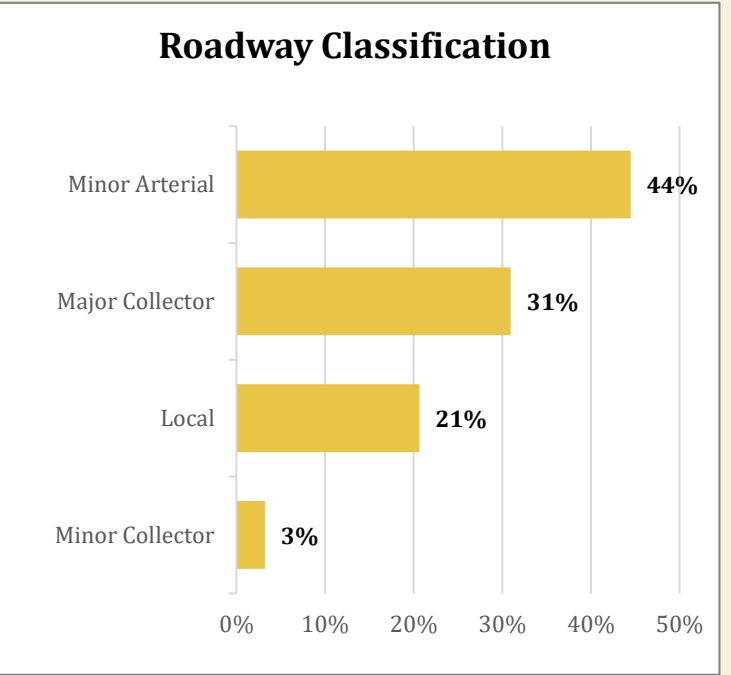
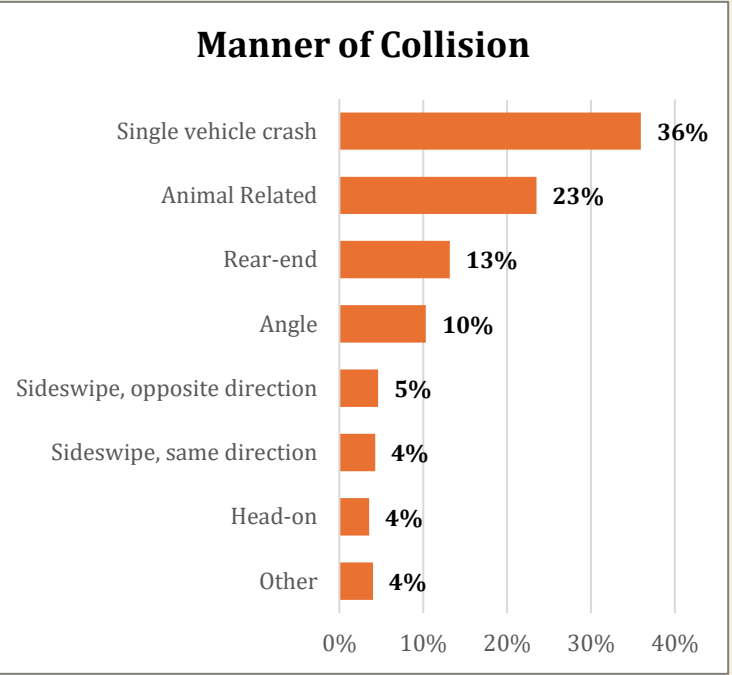
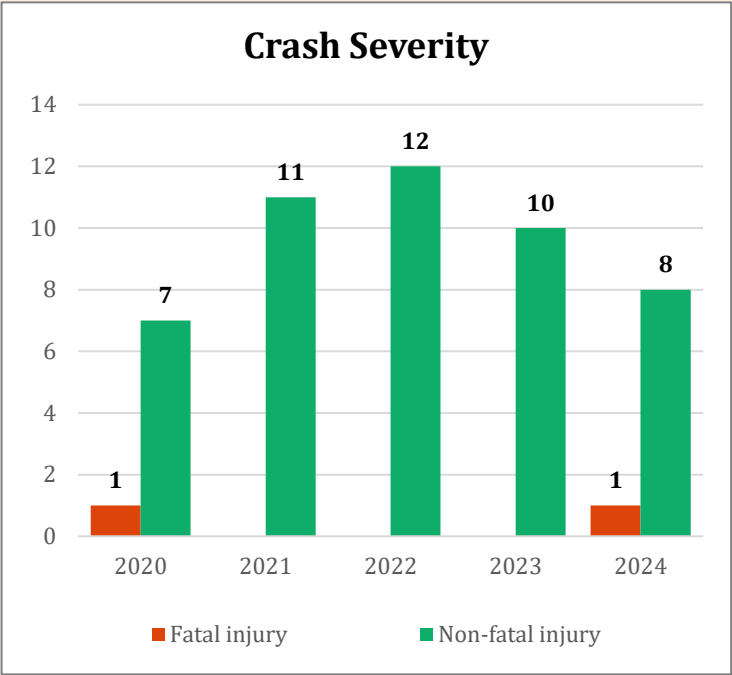
Key Trends

- 18% of crashes resulted in injury.
- 100% of the fatal crashes were single-vehicle crashes.
- 44% of crashes happened on minor arterials.
- 36% of crashes were single-vehicle crashes.
- 55% of crashes occurred in daylight.
- 77% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	E Longmeadow Road, Wilbraham Road, Allen Street and Somers Road	28	156
2.	Main Street and Somers Road	30	123
3.	Bayberry Road and Somers Road	2	42
4.	Scantic Road and Glendale Road	5	36
5.	N Monson Road, Monson Road and Glendale Road	3	34

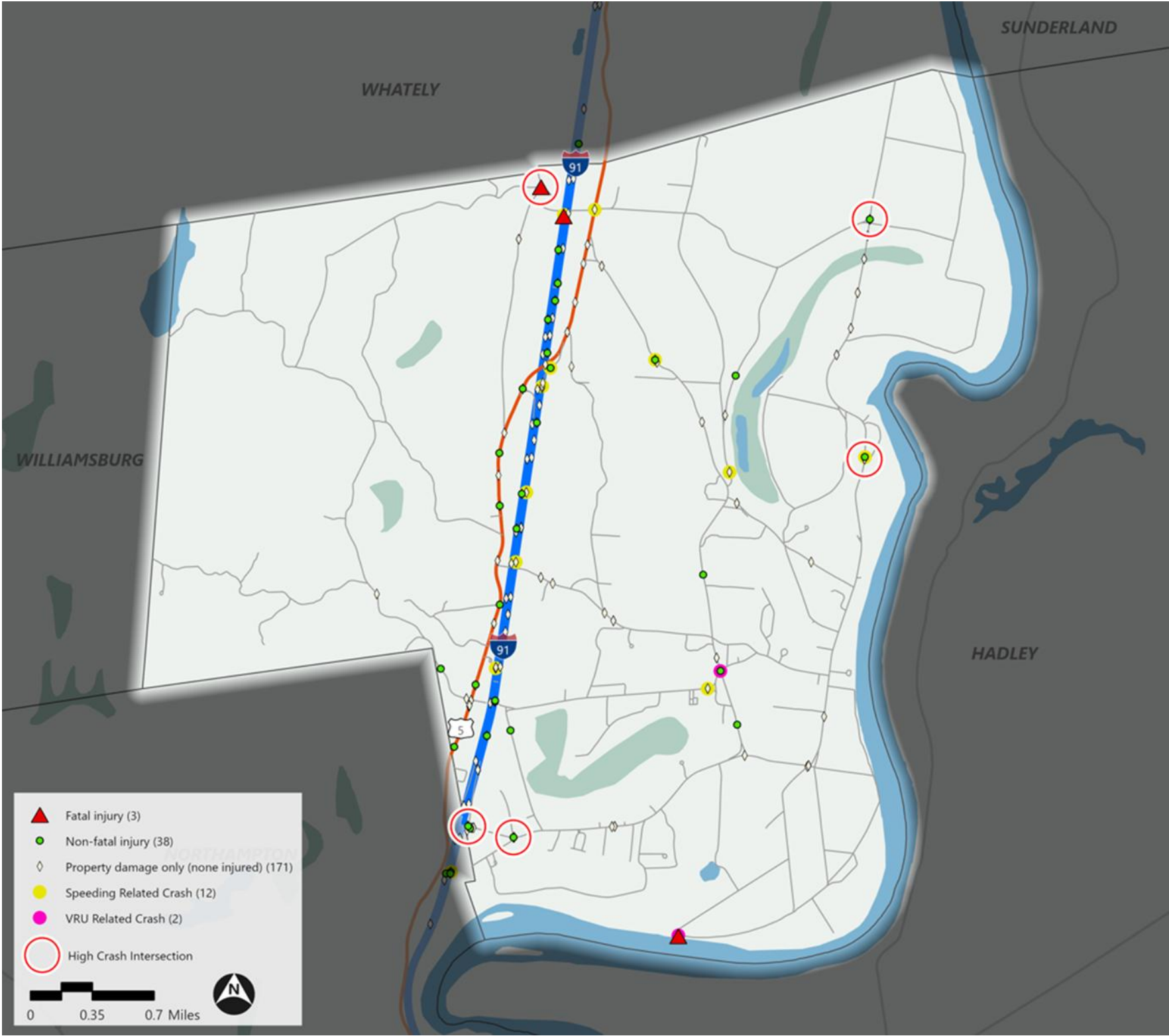
CITY/TOWN NAME: HAMPDEN

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: HATFIELD

Crash Statistics Over a 5-Year Period (2020–2024)



2020–35	2021–61	2022–37	2023–40	2024–42
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Overview

- Annual Crashes/1,000 Population – 13
- Total Fatal Crashes – 3
- Total Vulnerable Road User Crashes – 2
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 75
- Total Speeding-Related Crashes – 12

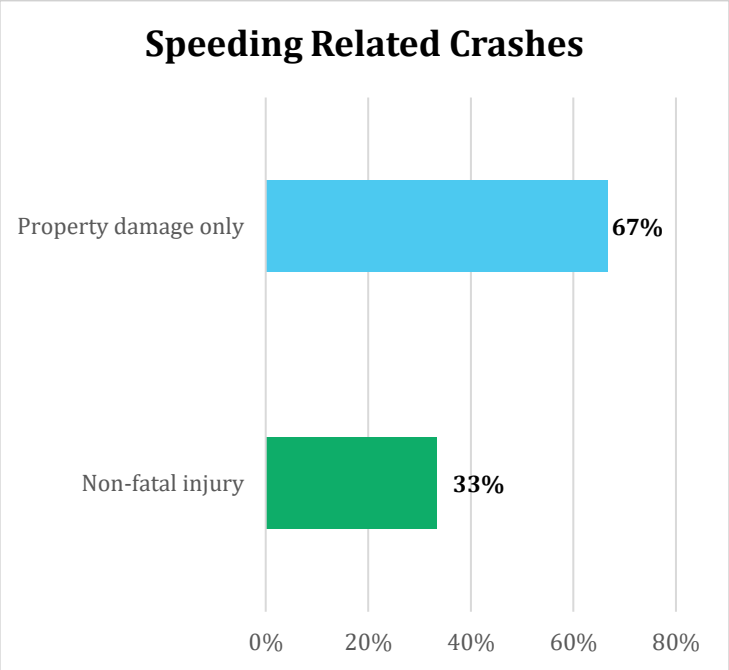
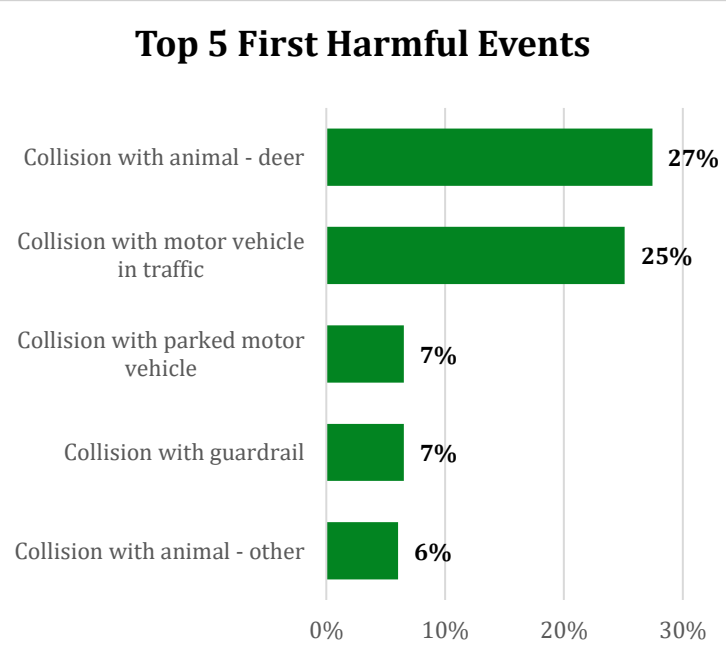
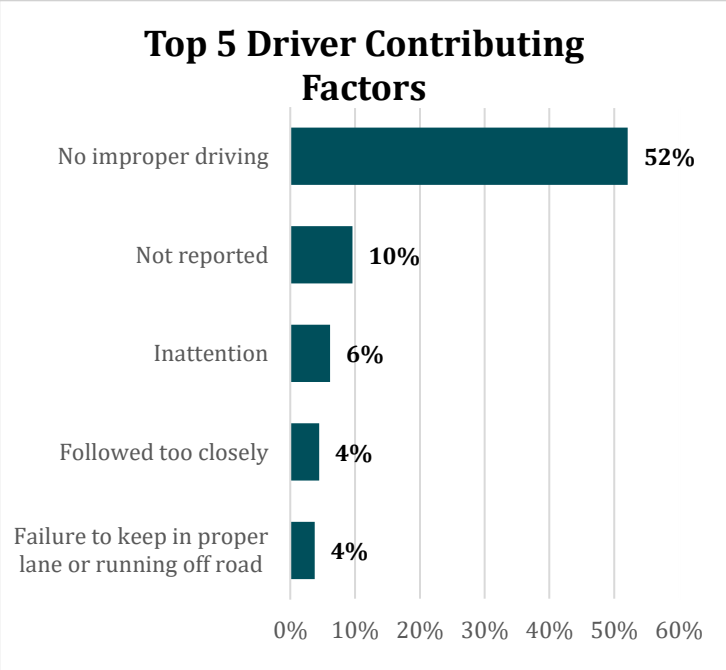
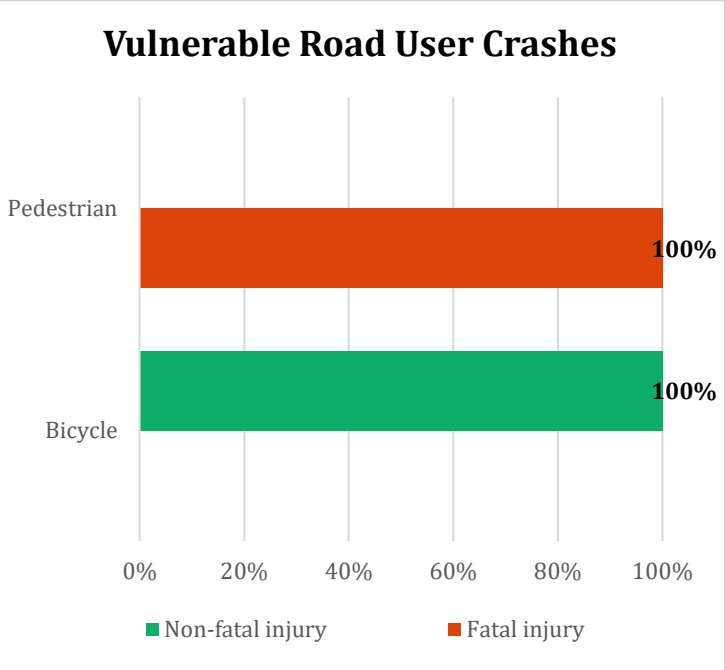
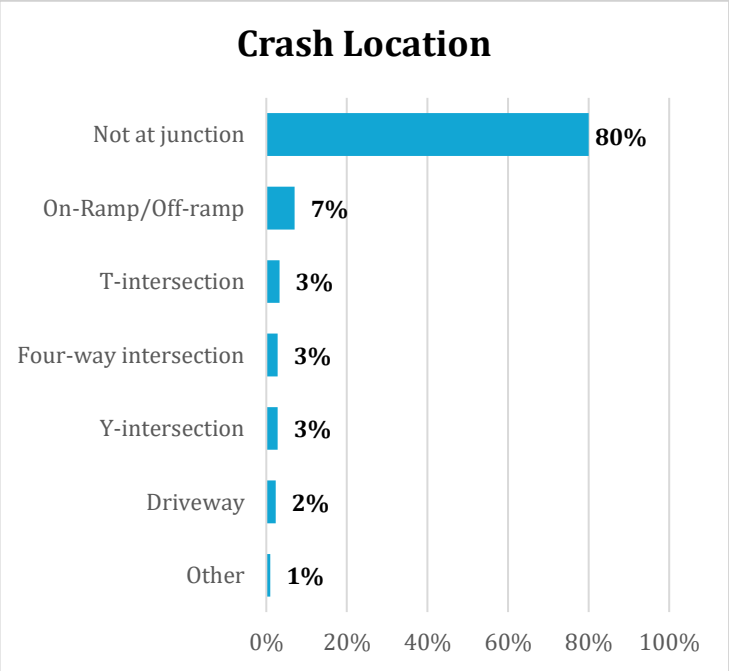
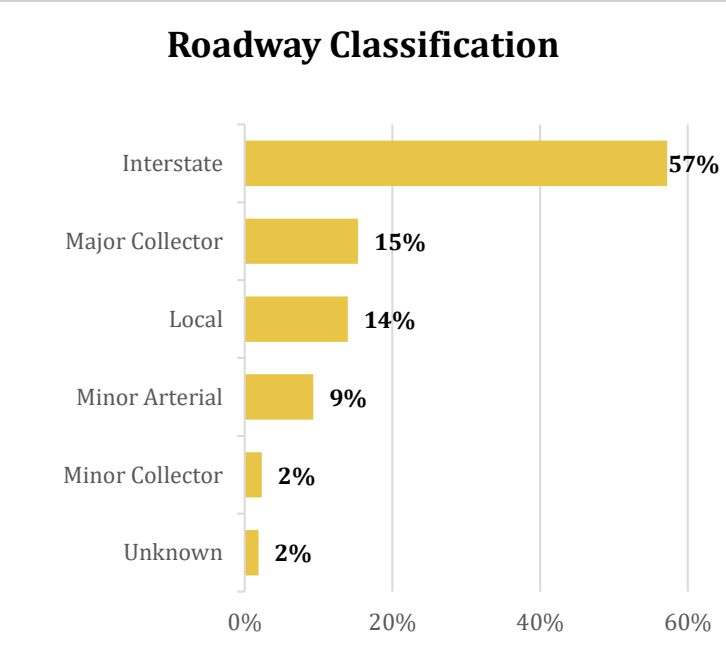
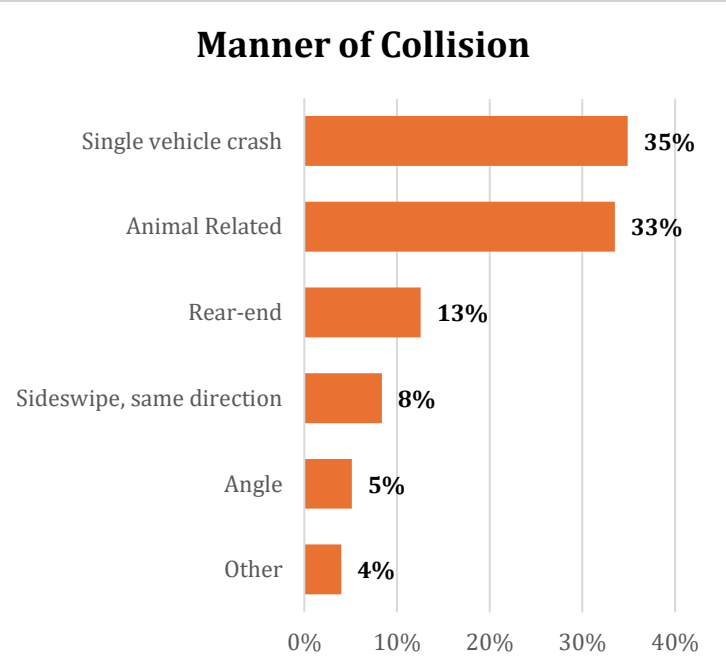
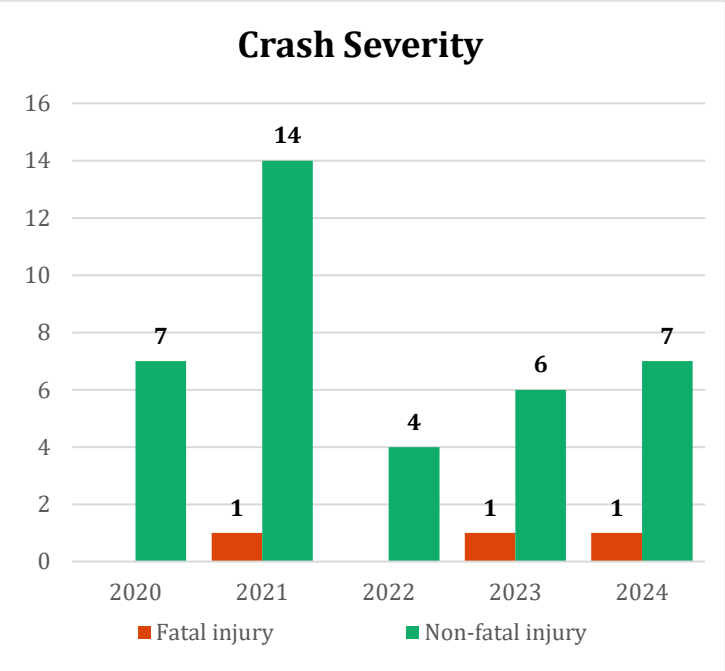
Key Trends

- 19% of crashes resulted in injury.
- 67% of the fatal crashes were single-vehicle crashes.
- 57% of crashes happened on interstates.
- 35% of crashes were single-vehicle crashes.
- 50% of crashes occurred in daylight.
- 81% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Elm Street, Rt. 91 NB Ramp to Elm Street and Elm Street Ramp to Rt. 91 NB	8	70
2.	Main Street and Depot Road	3	43
3.	Kellogg Hill Road and Main Street	2	33
4.	Mountain Road, Pantry Road and Chestnut Plain Road	1	32
5.	Elm Court and Elm Street	5	14

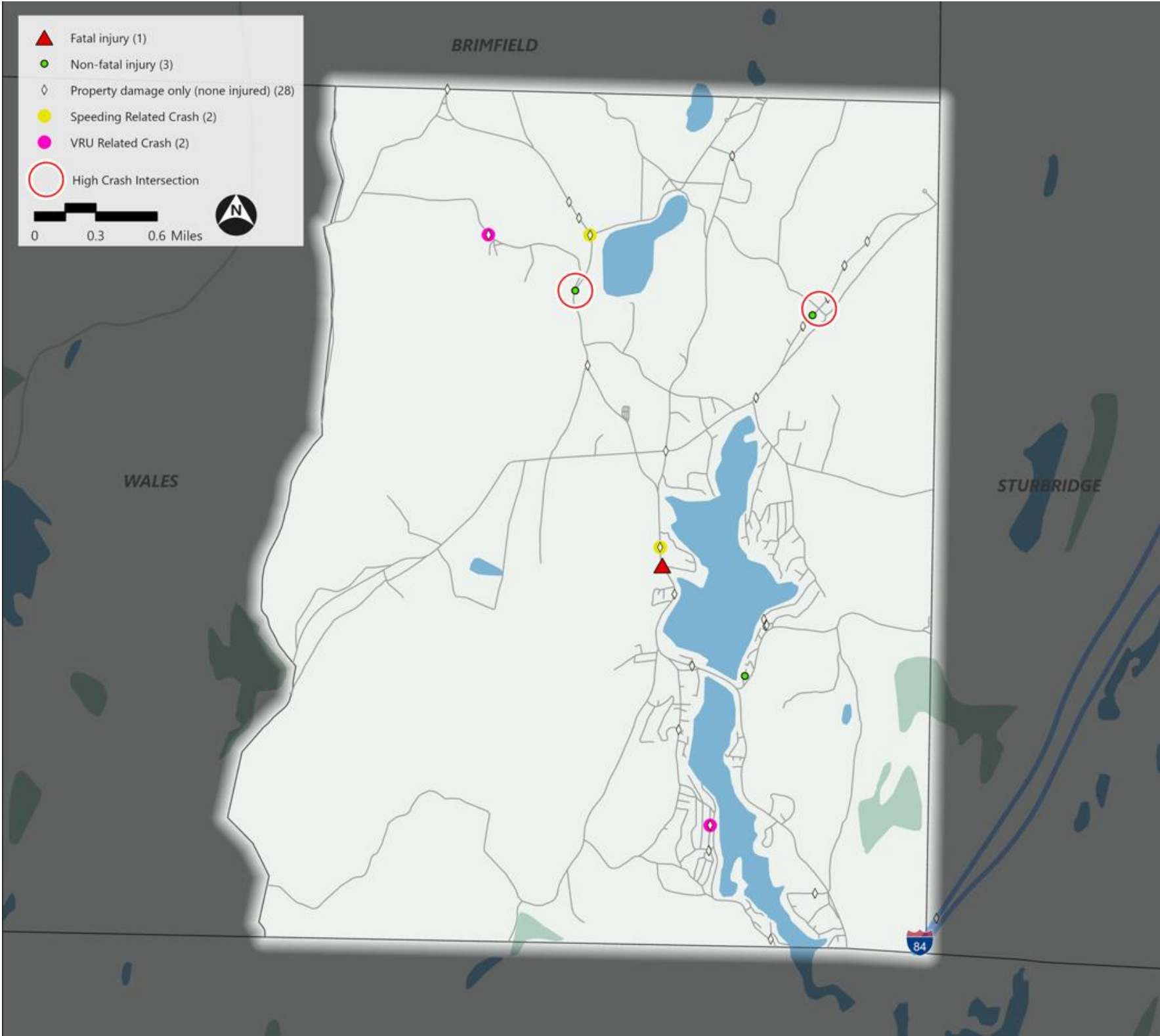
CITY/TOWN NAME: HATFIELD

Crash Statistics Over a 5-Year Period (2020–2024)



CITY/TOWN NAME: HOLLAND

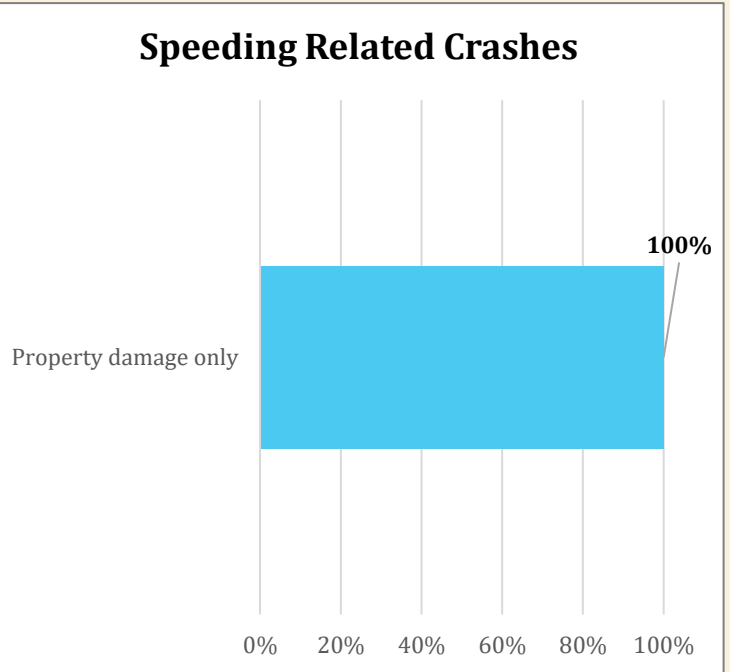
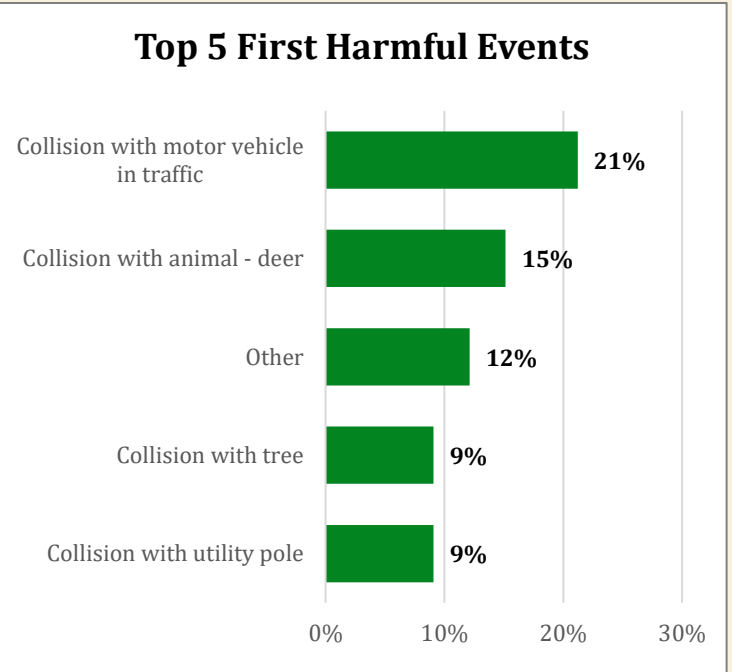
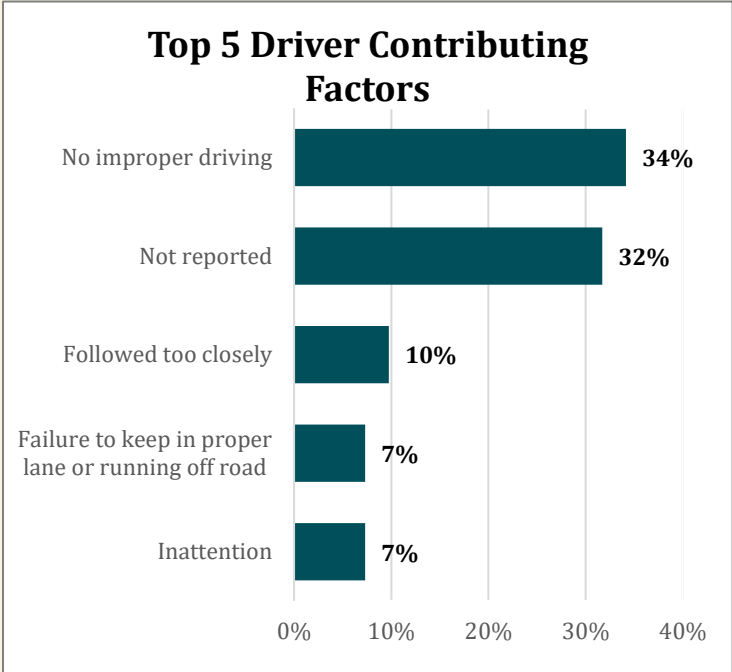
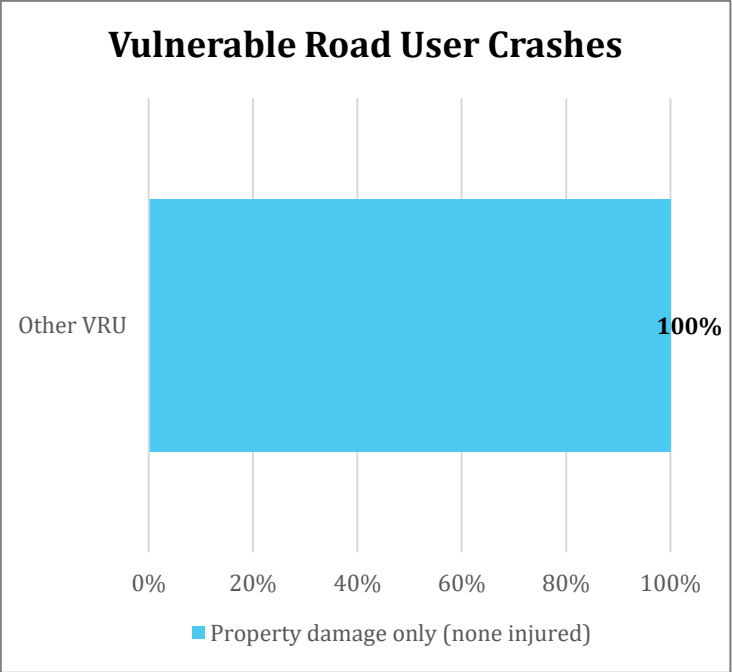
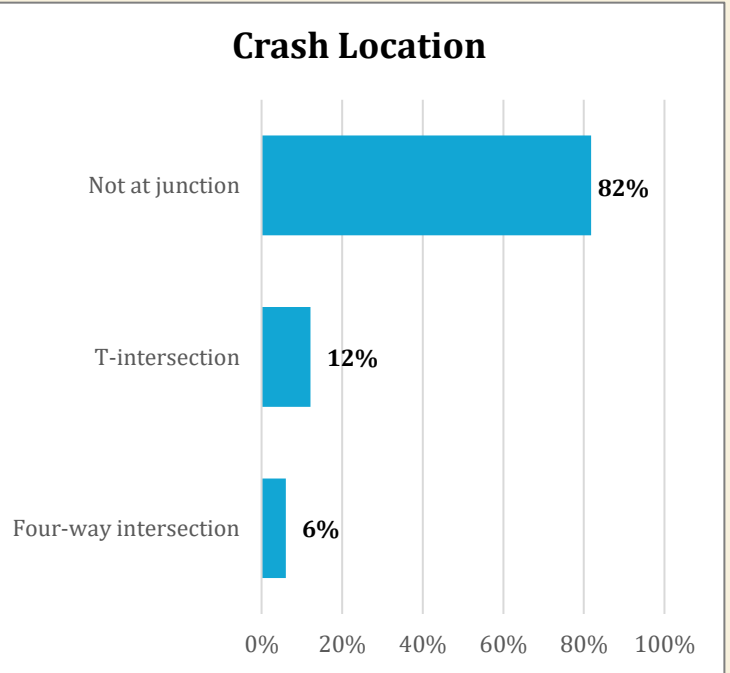
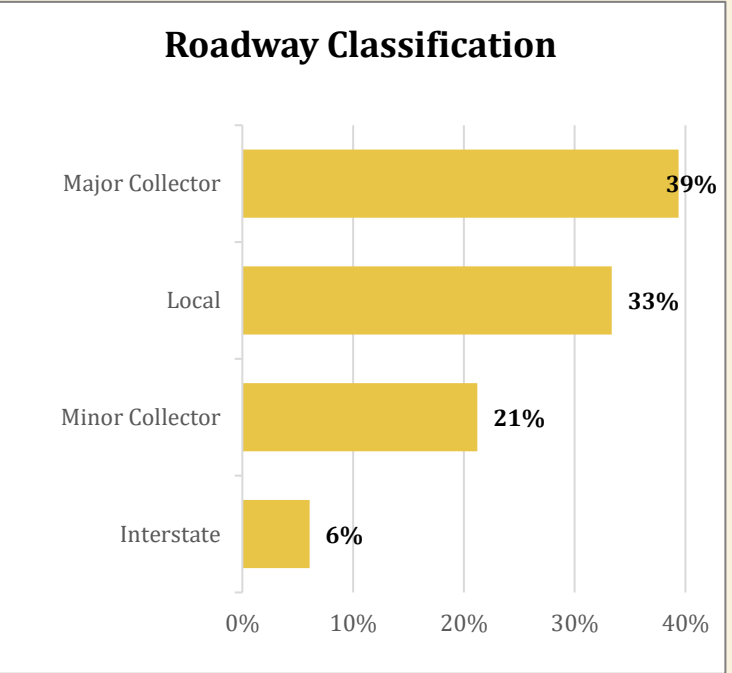
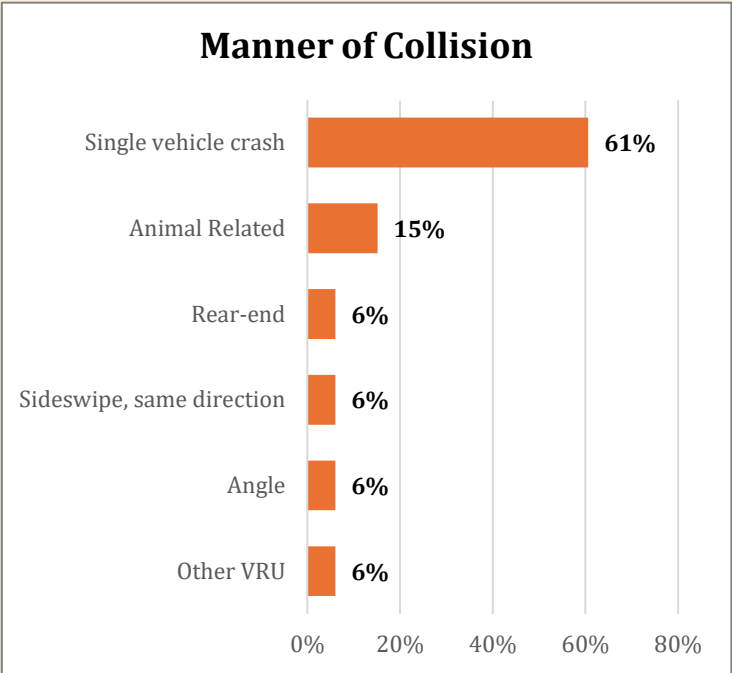
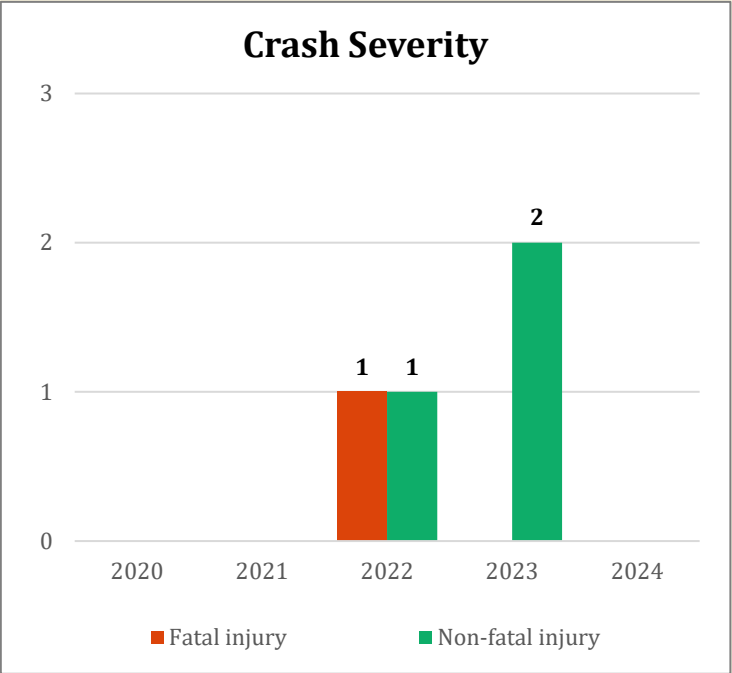
Crash Statistics Over a Five-Year Period (2020–2024)



2020–7	2021–4	2022–7	2023–9	2024–6
Overview				
- Annual Crashes/1,000 Population – 3 - Total Fatal Crashes – 1 - Total Vulnerable Road User Crashes – 2 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 20 - Total Speeding-Related Crashes – 2				
Key Trends				
12% of crashes resulted in injury. 100% of the fatal crashes were single-vehicle crashes. 39% of crashes happened on major collectors. 61% of crashes were single-vehicle crashes. 42% of crashes occurred in dark-roadway not lighted. 48% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Alexander Road and Sturbridge Road	1	32	
2.	Wales Road and Brimfield Road	1	10	

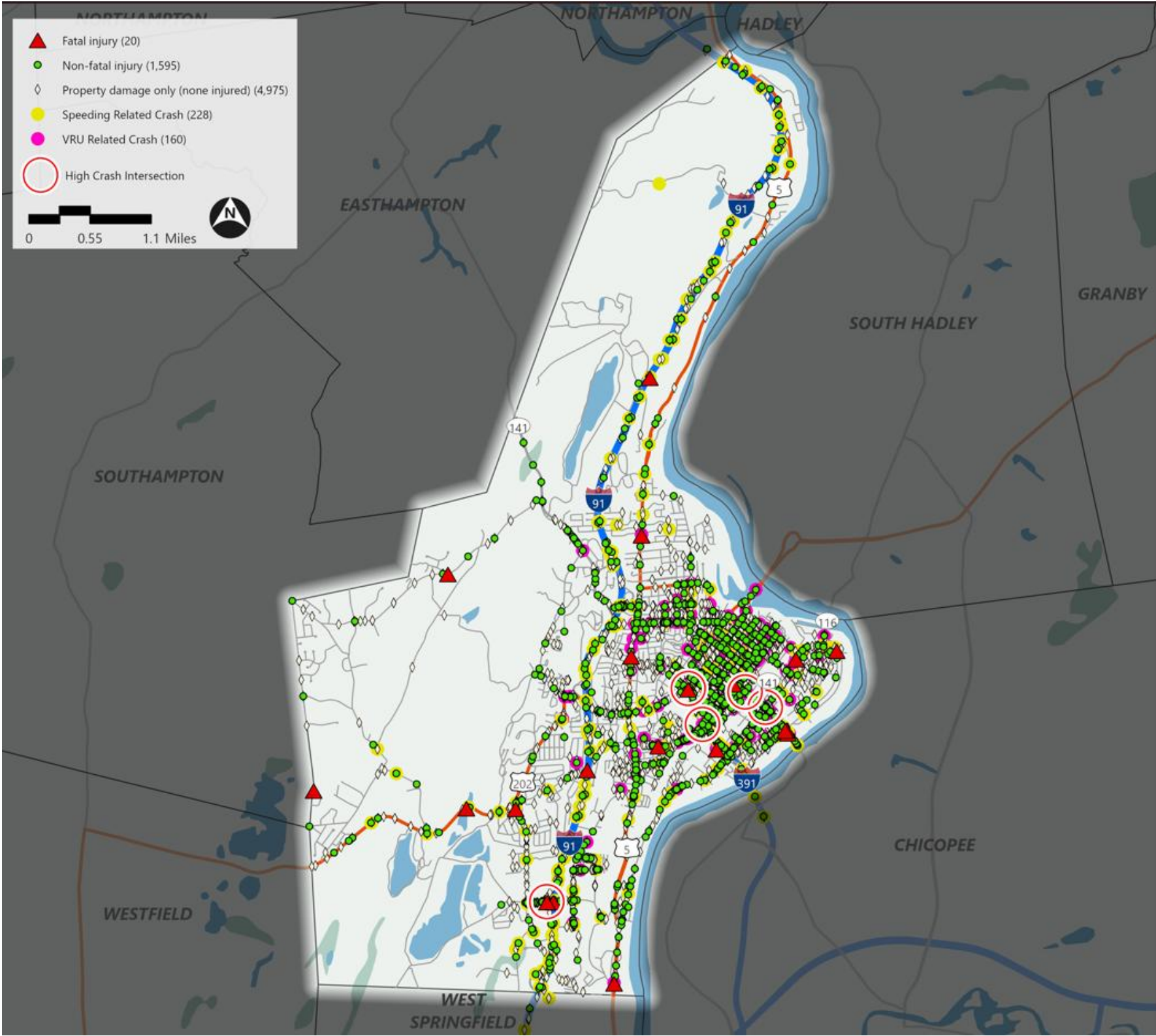
CITY/TOWN NAME: HOLLAND

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: HOLYOKE

Crash Statistics Over a Five-Year Period (2020–2024)



2020– 1,392	2021– 1,626	2022– 1,540	2023– 1,670	2024–943
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Overview

- Annual Crashes/1,000 Population – **38**
- Total Fatal Crashes – **20**
- Total Vulnerable Road User Crashes – **160**
- Total Vulnerable Road User Fatalities – **7**
- Total Single-Vehicle Crashes – **1,140**
- Total Speeding-Related Crashes – **228**

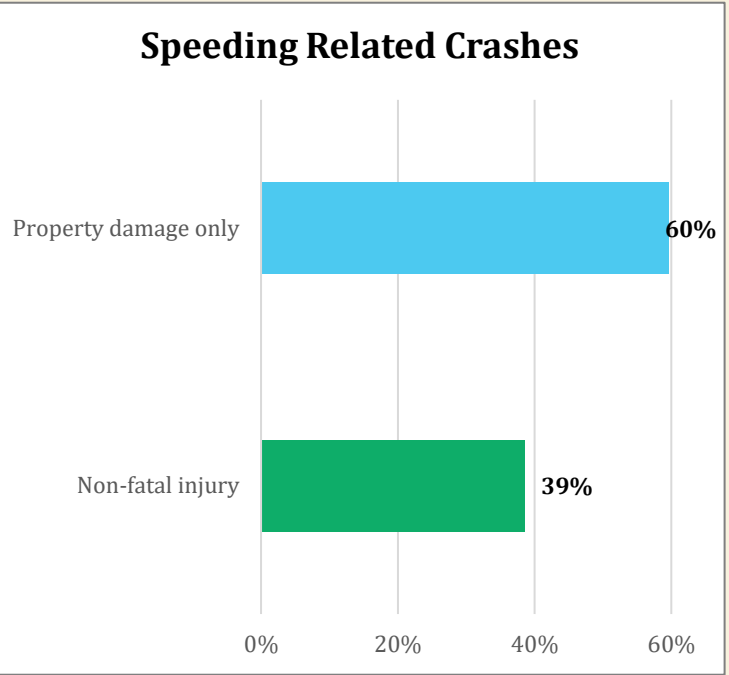
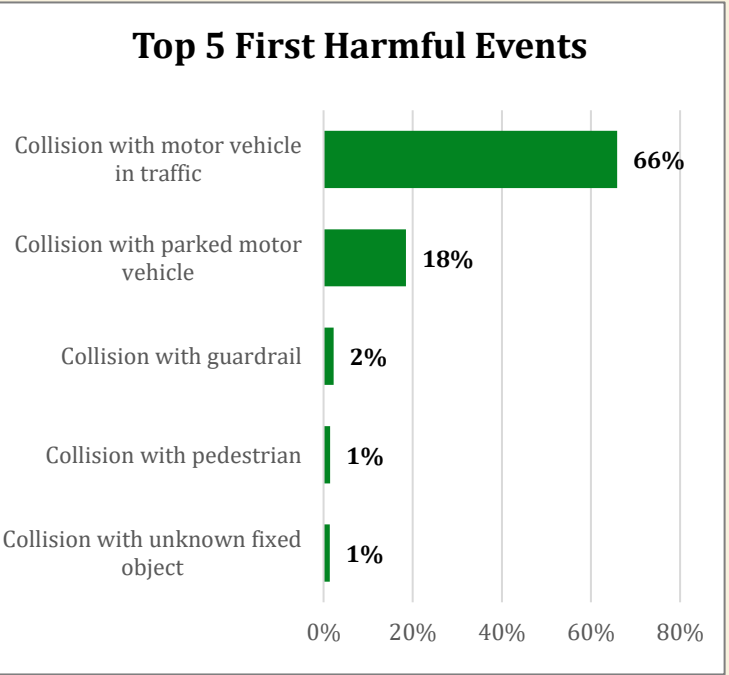
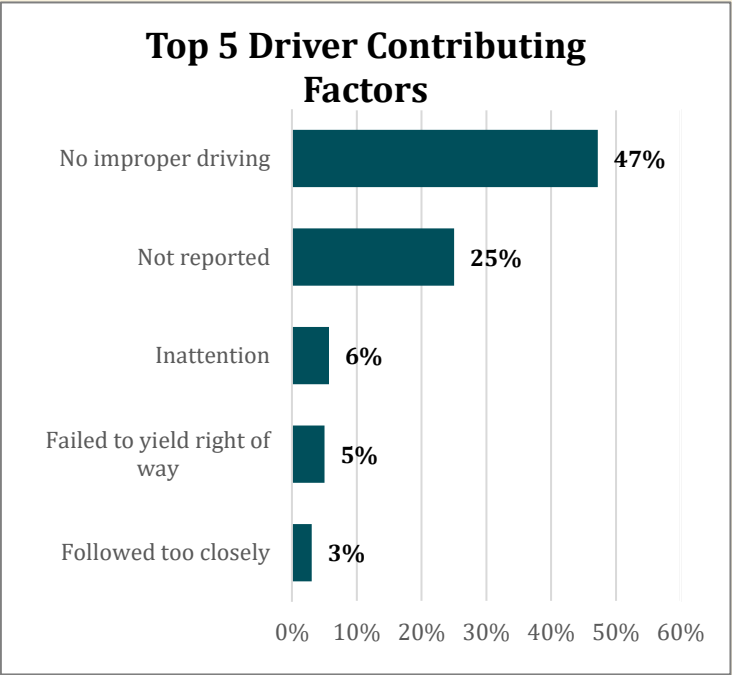
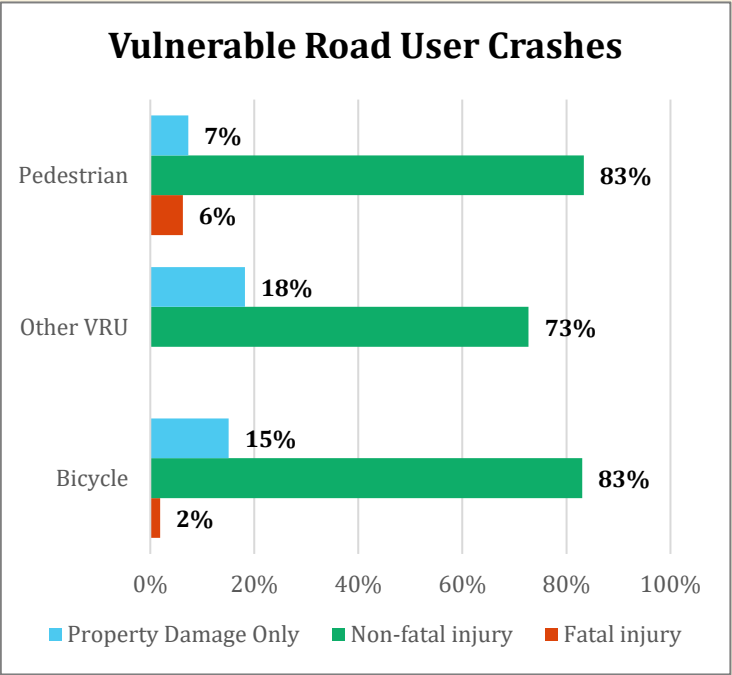
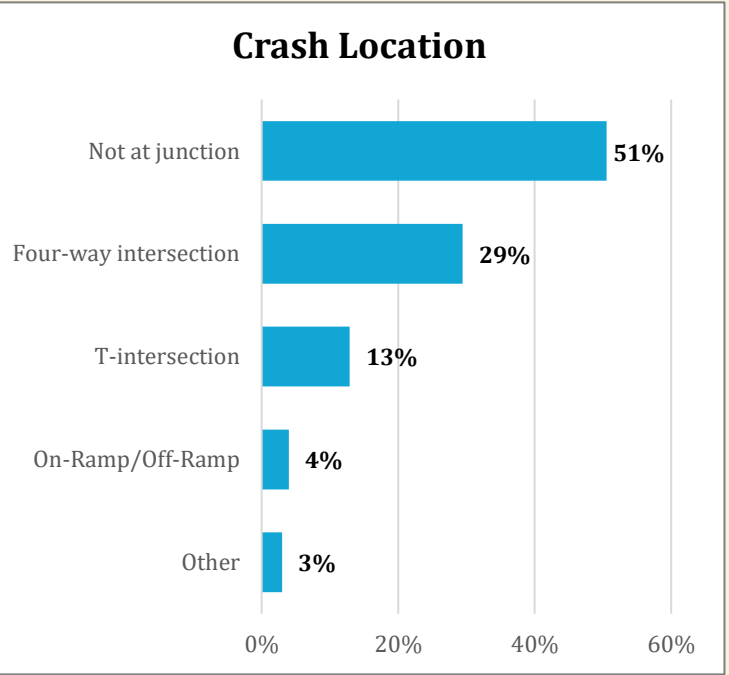
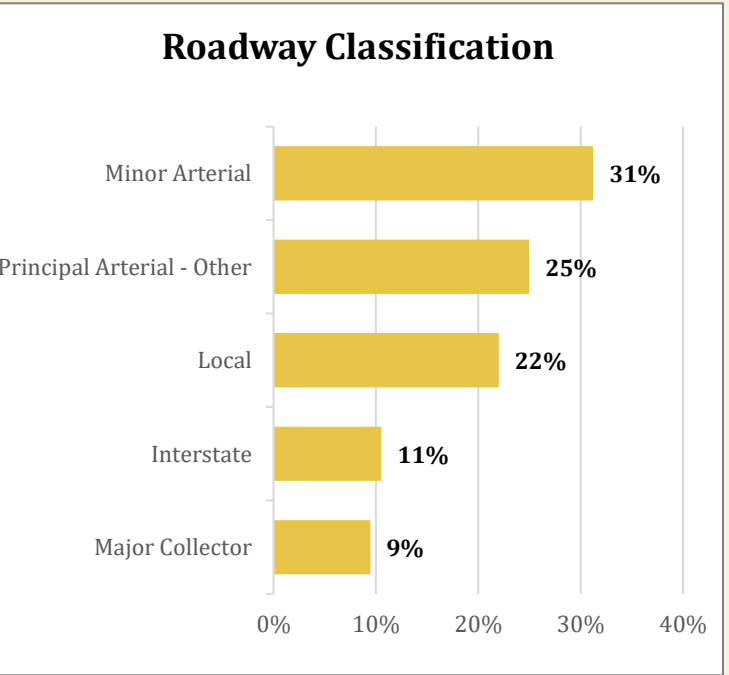
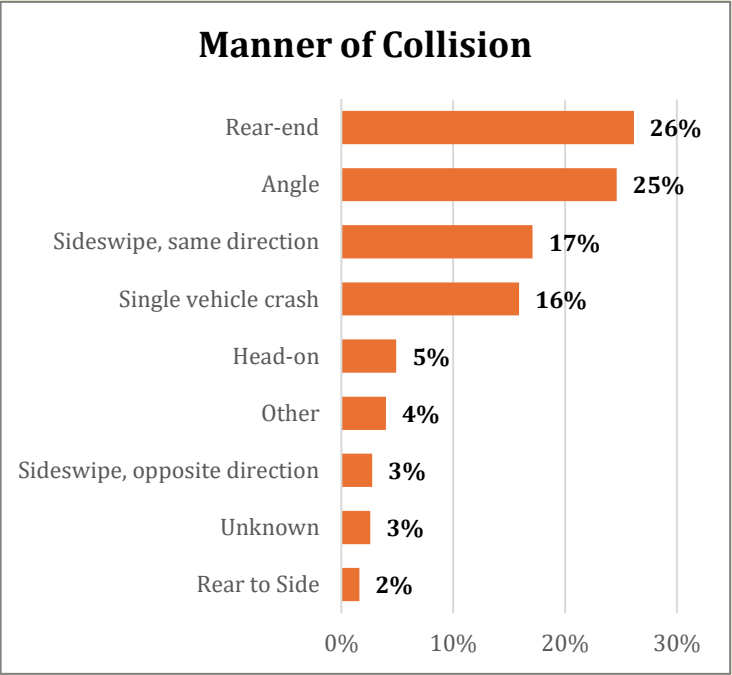
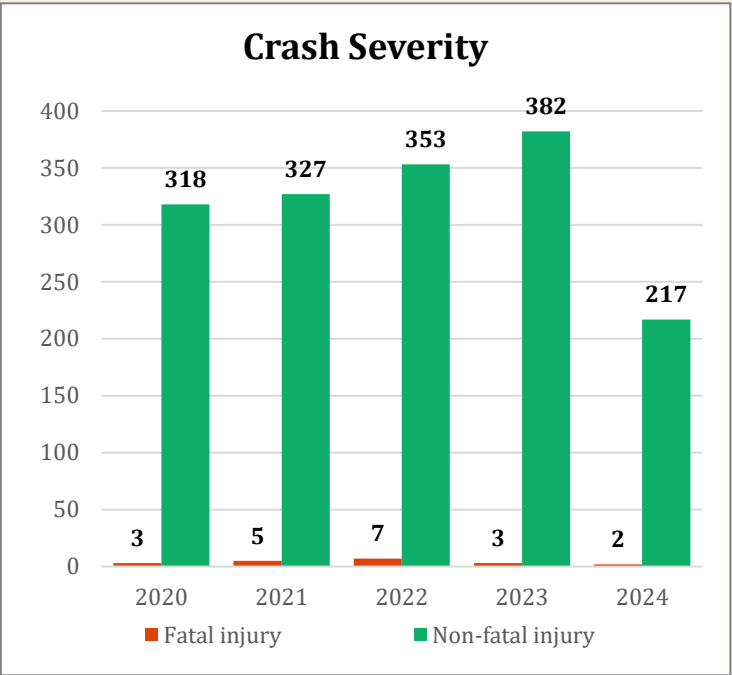
Key Trends

- **23%** of crashes resulted in injury.
- **35%** of the fatal crashes were single-vehicle crashes.
- **31%** of crashes happened on minor arterials.
- **26%** of crashes were rear-end crashes.
- **71%** of crashes occurred in daylight.
- **81%** of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Cabot Street and Main Street	134	854
2.	Lower Westfield Road, Lower Westfield Road Ramp to Rt 91 SB and Rt 91 Ramp to Lower Westfield Road	89	848
3.	Cabot Street and Nick Cosmos Way	58	595
4.	Resnic Boulevard, W Franklin Street and Beech Street	75	562
5.	Maple Street and Resnic Boulevard	64	526

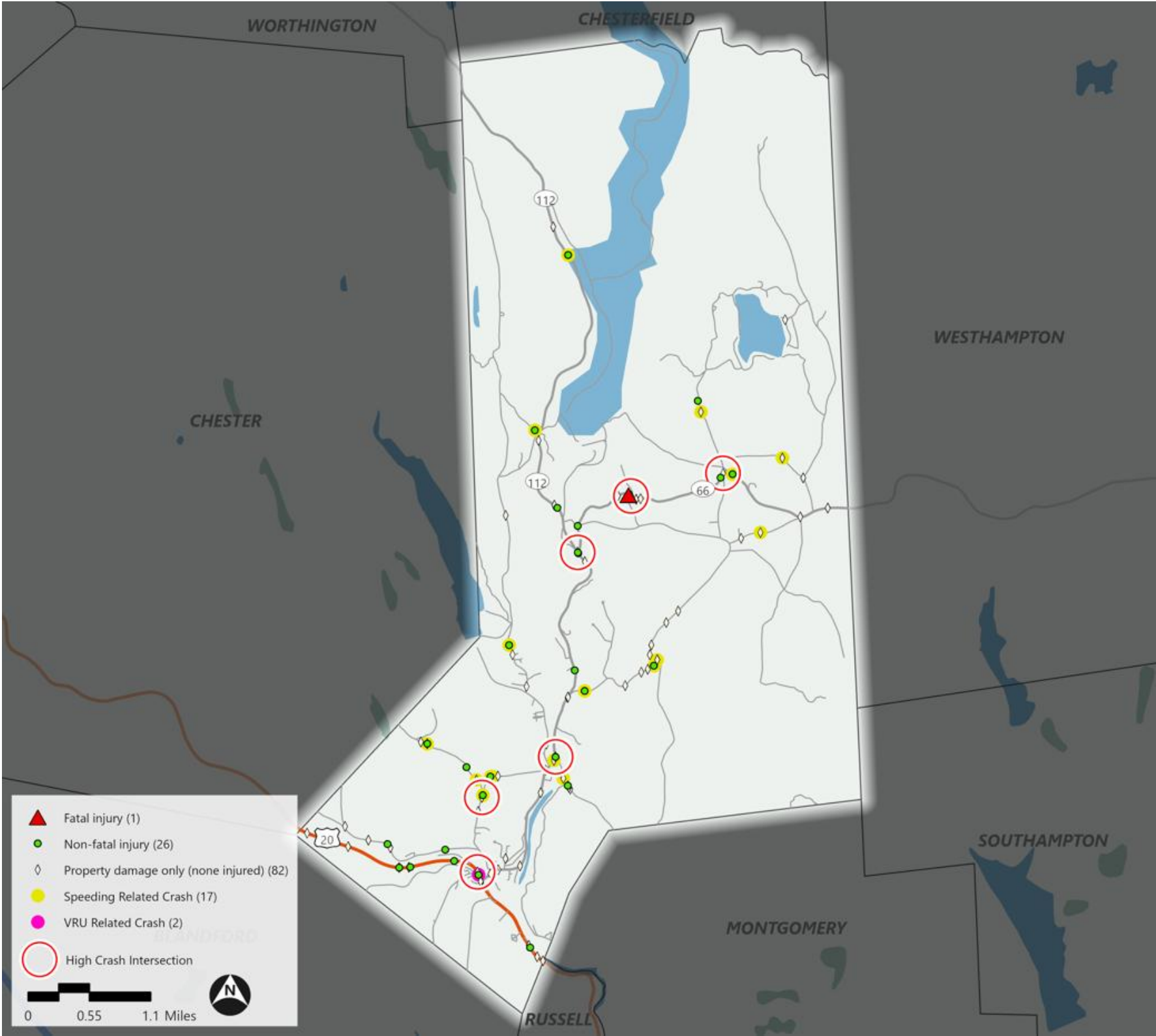
CITY/TOWN NAME: HOLYOKE

Crash Statistics Over a Five-Year Period (2020–2024)



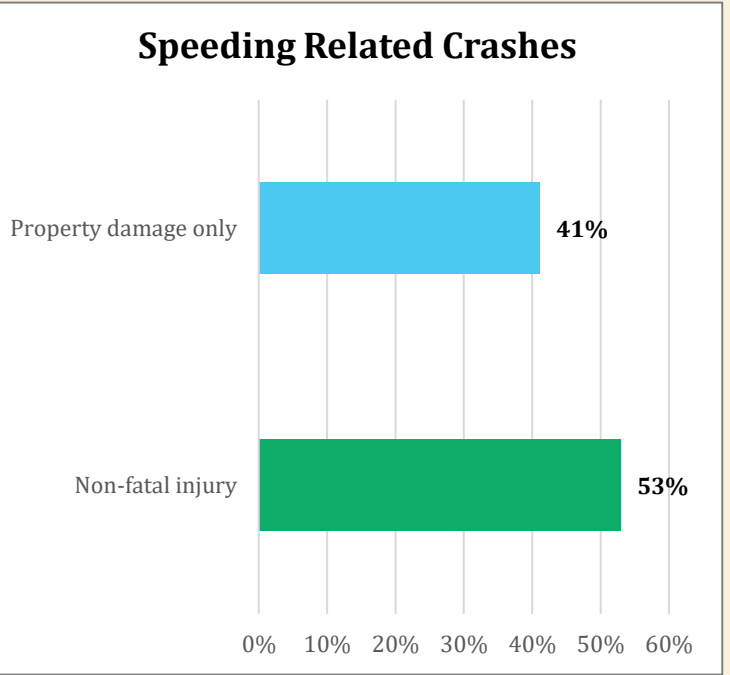
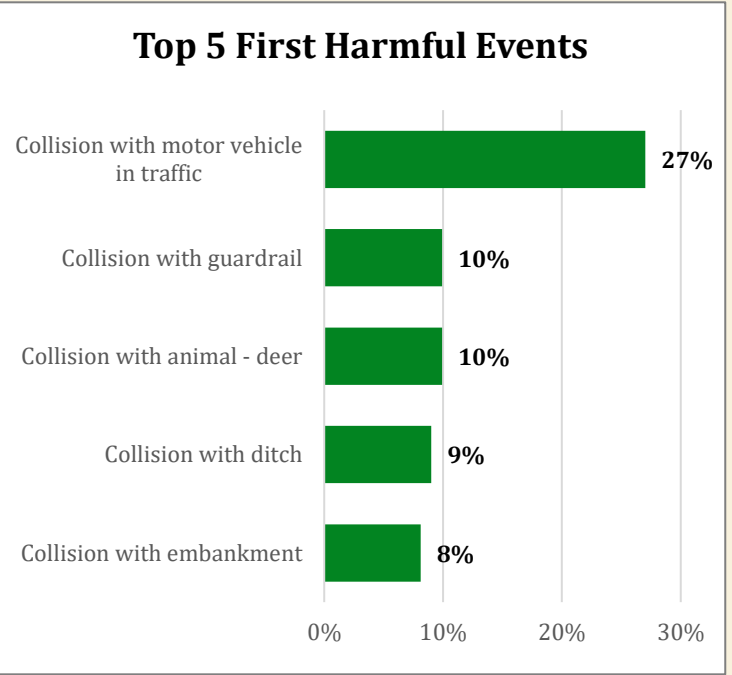
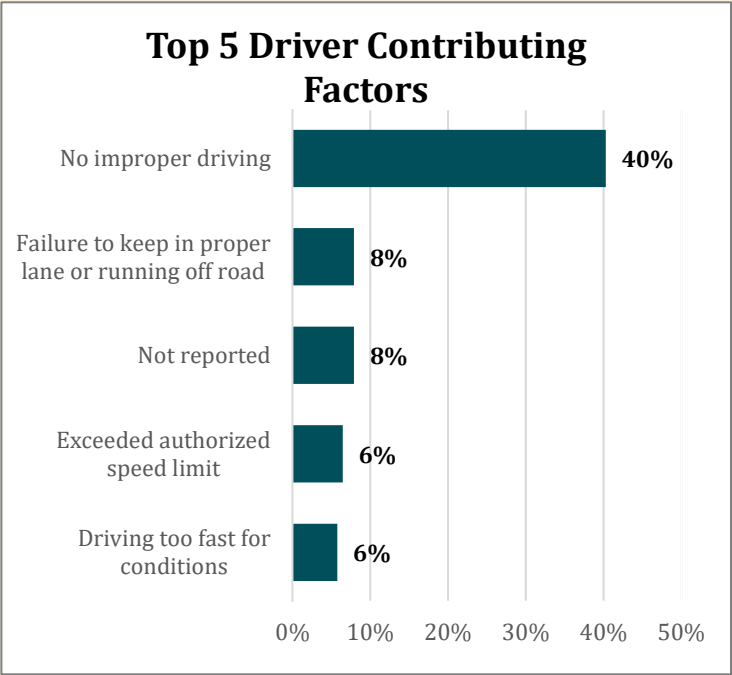
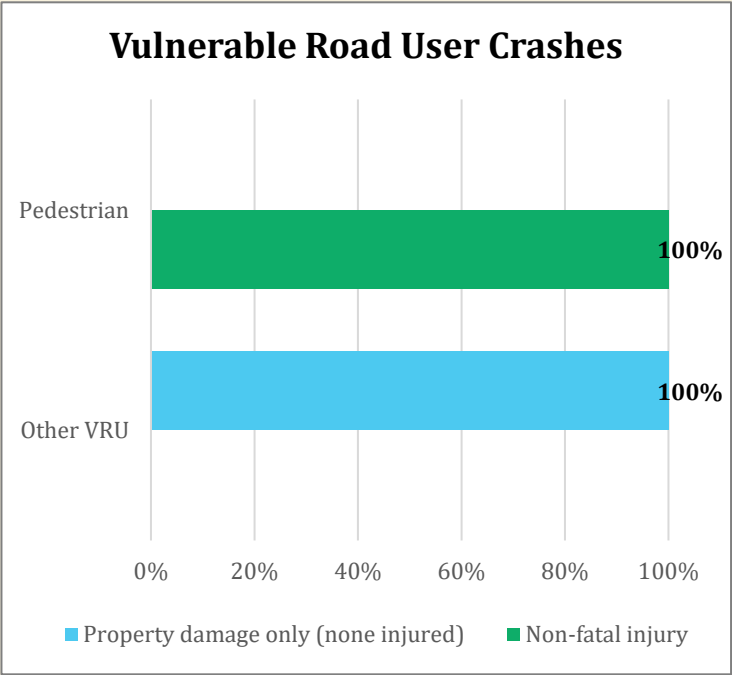
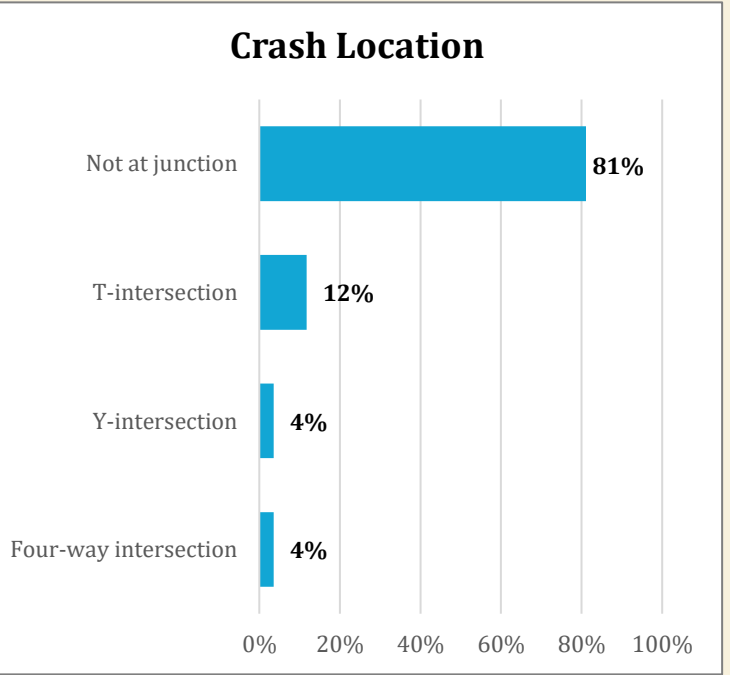
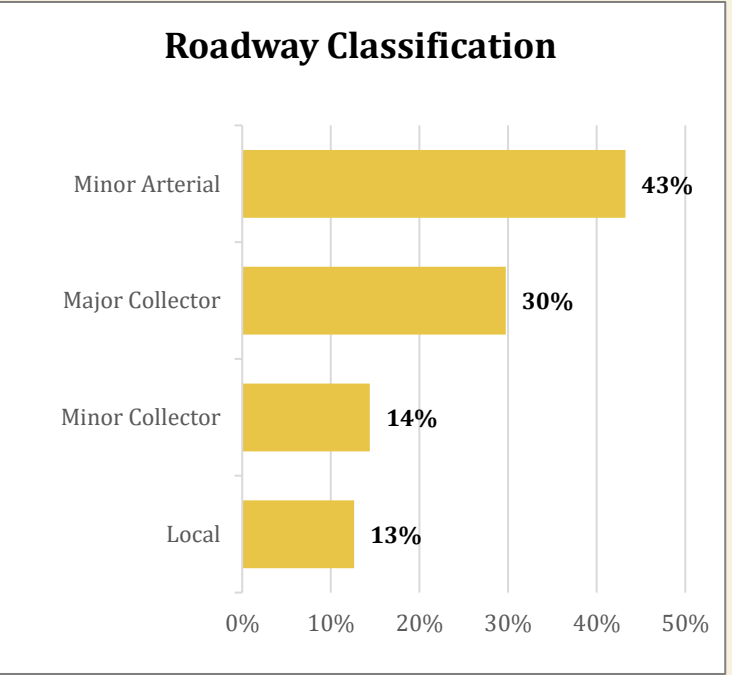
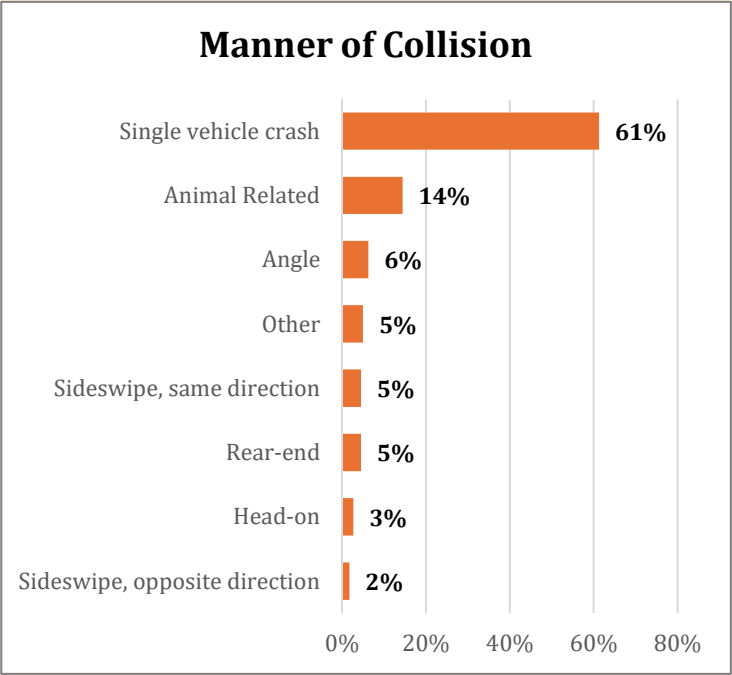
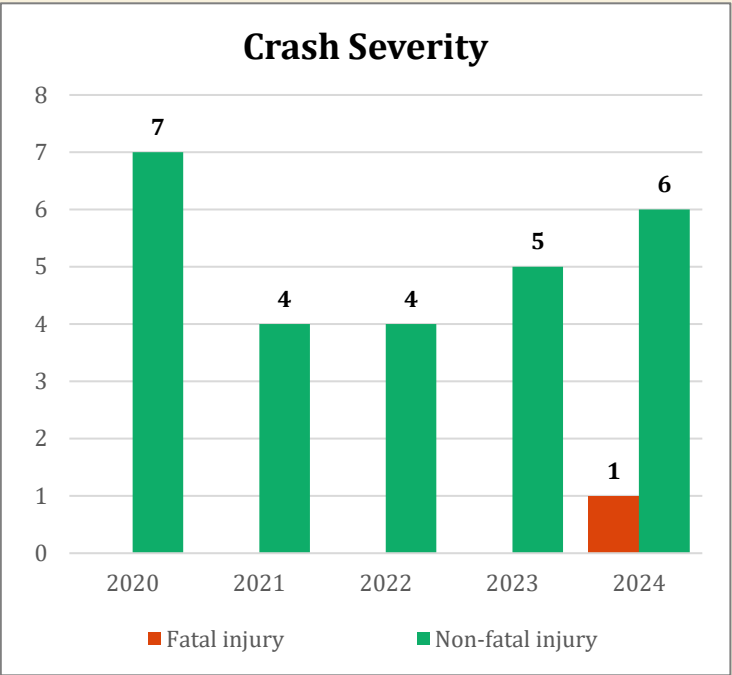
CITY/TOWN NAME: HUNTINGTON

Crash Statistics Over a Five-Year Period (2020–2024)



2020–20	2021–21	2022–19	2023–21	2024–30
Overview				
- Annual Crashes/1,000 Population – 11 - Total Fatal Crashes – 1 - Total Vulnerable Road User Crashes – 2 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 68 - Total Speeding-Related Crashes – 17				
Key Trends				
24% of crashes resulted in injury. 100% of the fatal crashes were head-on crashes. 43% of crashes happened on minor arterials. 61% of crashes were single-vehicle crashes. 54% of crashes occurred in daylight. 70% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Worthington Road and Pond Brook Road	3	65	
2.	Main Street, Blandford Hill Road and Russell Road	3	34	
3.	Lyman Road, Bean Hill Road and Pond Brook Road	2	33	
4.	Montgomery Road and Worthington Road	6	15	
5.	Basket Street and Bromley Road	2	11	
6.	Searle Road and Pond Brook Road	2	11	

CITY/TOWN NAME: HUNTINGTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: LONGMEADOW
Crash Statistics Over a Five-Year Period (2020–2024)



2020–211	2021–275	2022–289	2023–324	2024–310
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Overview

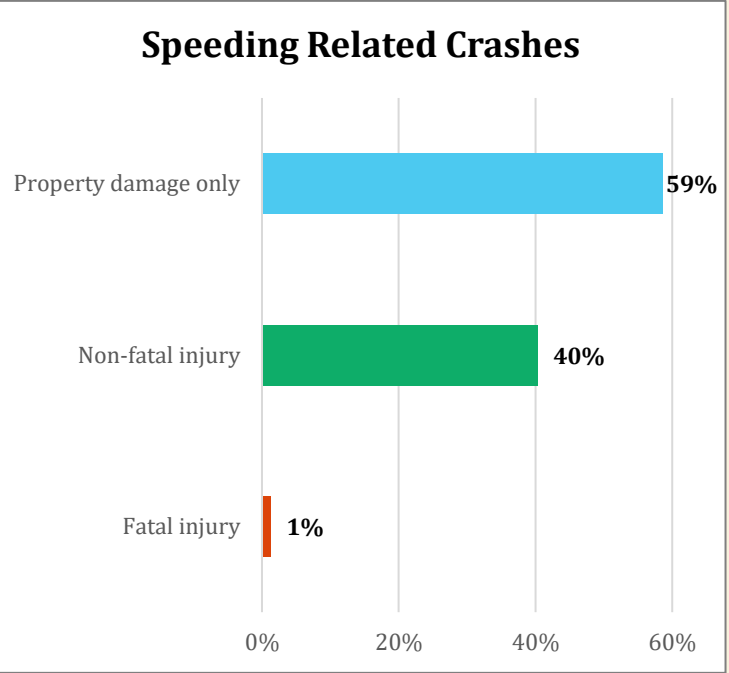
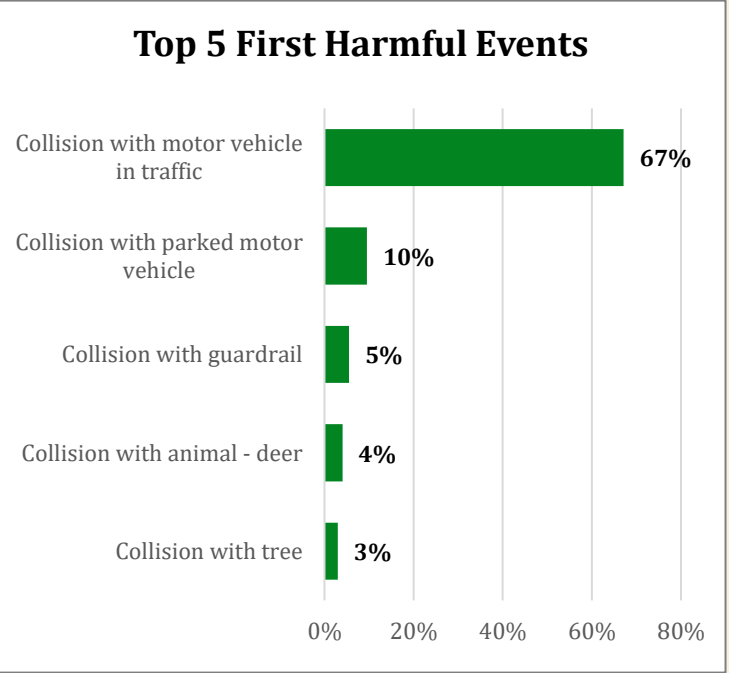
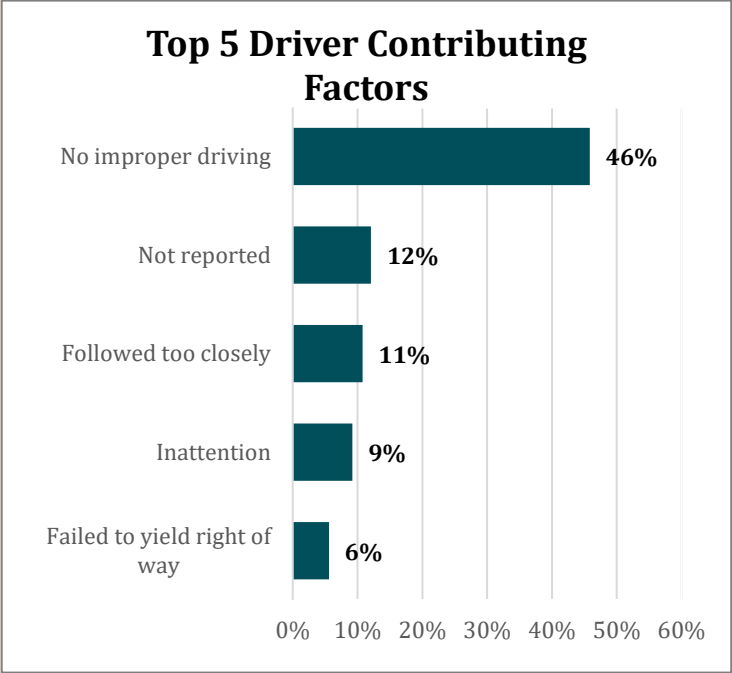
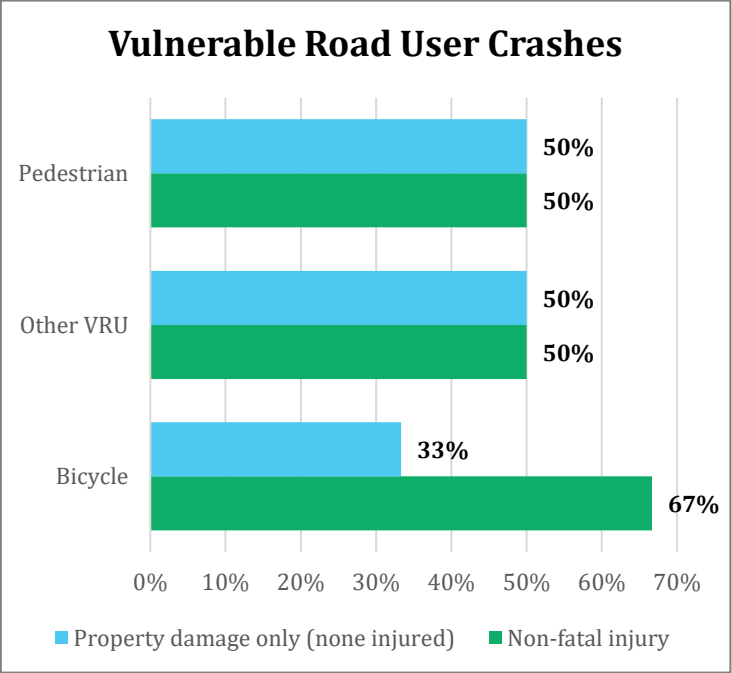
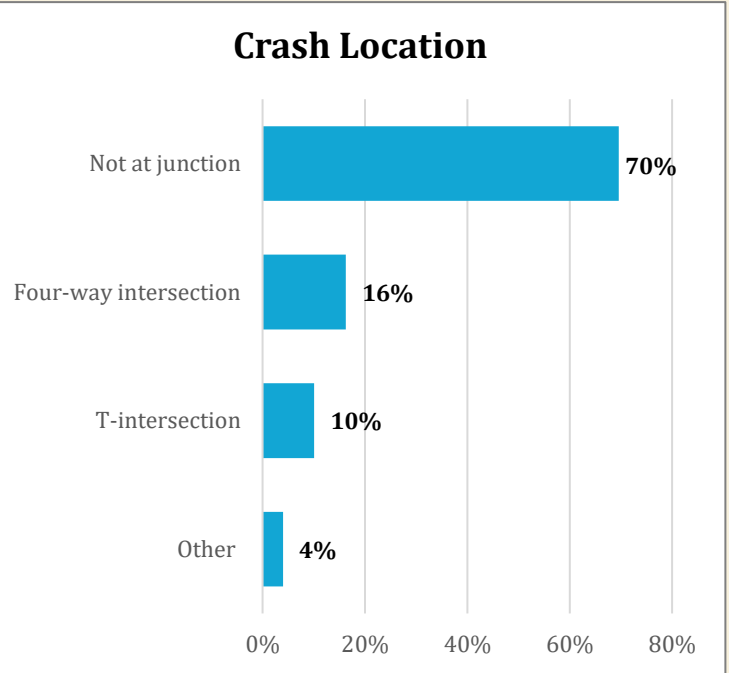
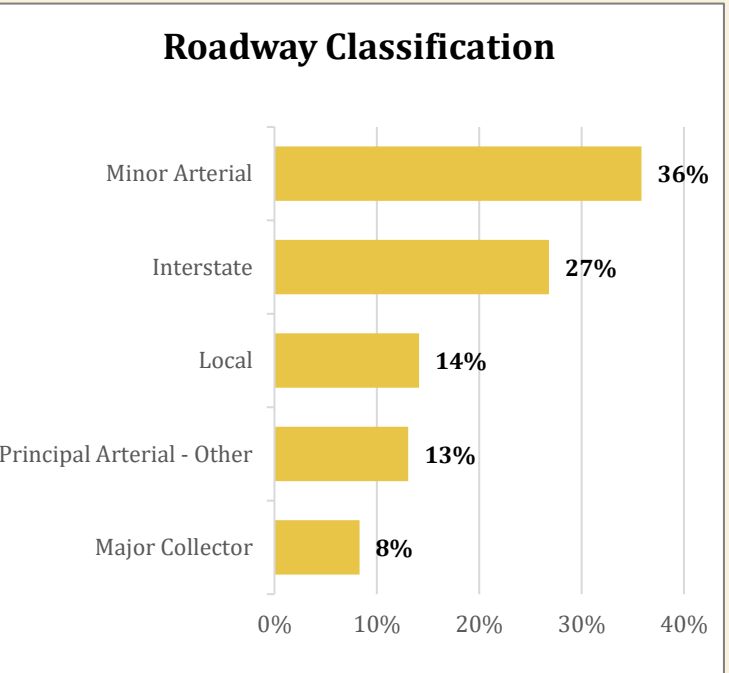
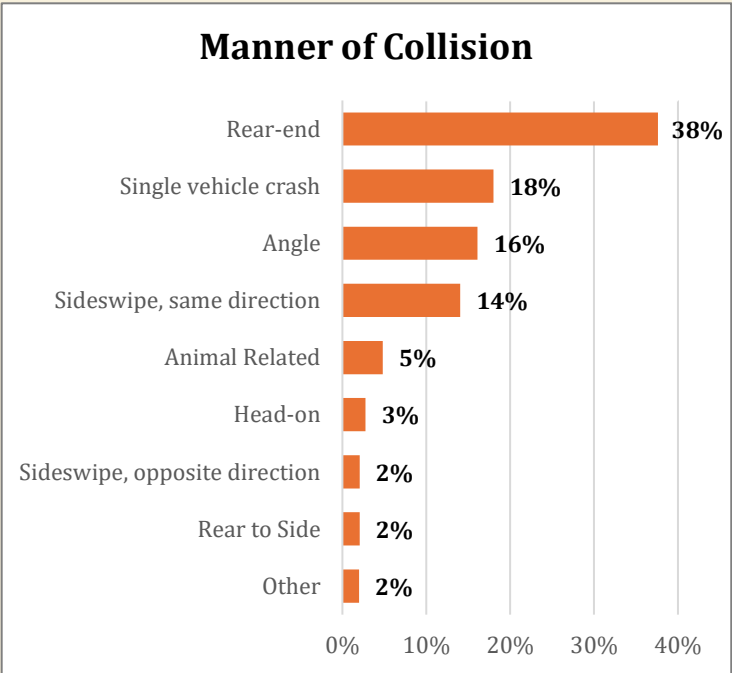
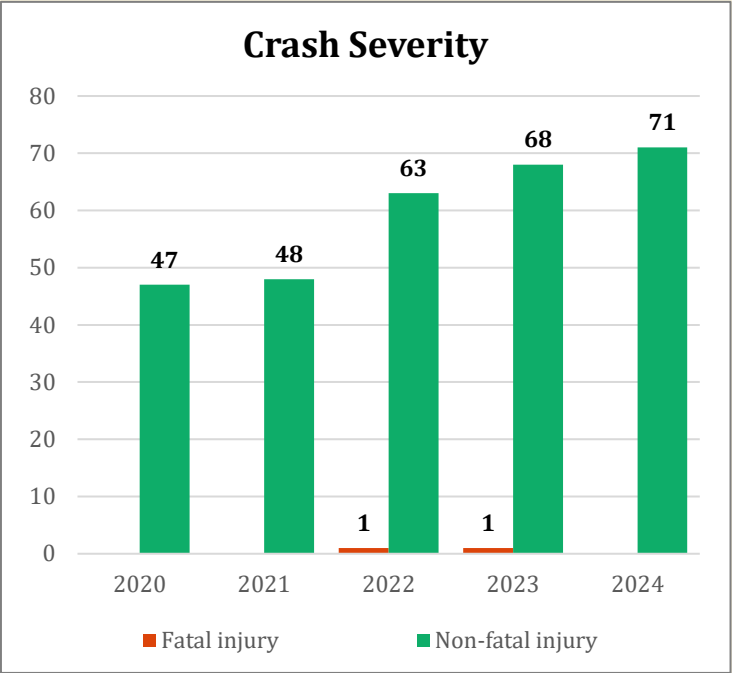
- Annual Crashes/1,000 Population – 18
- Total Fatal Crashes – 2
- Total Vulnerable Road User Crashes – 17
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 254
- Total Speeding-Related Crashes – 82

Key Trends

- 21% of crashes resulted in injury.
- 50% of the fatal crashes were angle crashes.
- 50% of the fatal crashes were single-vehicle crashes.
- 36% of crashes happened on minor arterials.
- 38% of crashes were rear-end crashes.
- 69% of crashes occurred in daylight.
- 82% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Williams Street and Dwight Road	68	399
2.	Converse Street and Laurel Street	29	229
3.	Emerson Road, Bliss Road and Longmeadow Street	29	180
4.	Dwight Road and Converse Street	42	175

CITY/TOWN NAME: LONGMEADOW
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: LUDLOW

Crash Statistics Over a Five-Year Period (2020–2024)



2020–409	2021–531	2022–543	2023–519	2024–517
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Overview

- Annual Crashes/1,000 Population – 24
- Total Fatal Crashes – 9
- Total Vulnerable Road User Crashes – 31
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 623
- Total Speeding-Related Crashes – 87

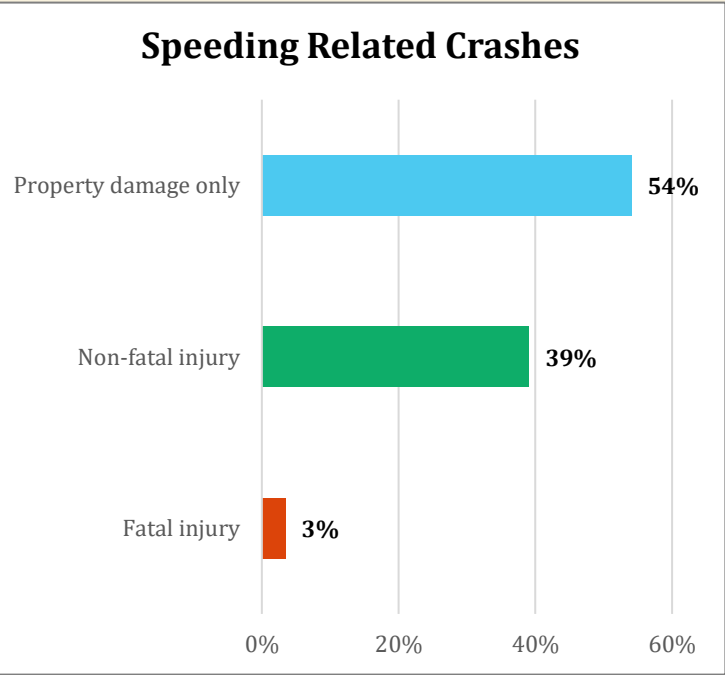
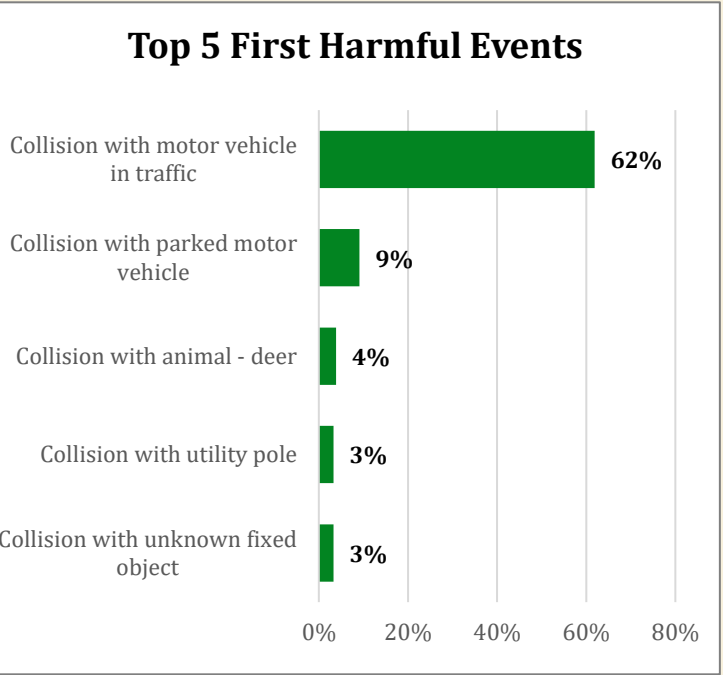
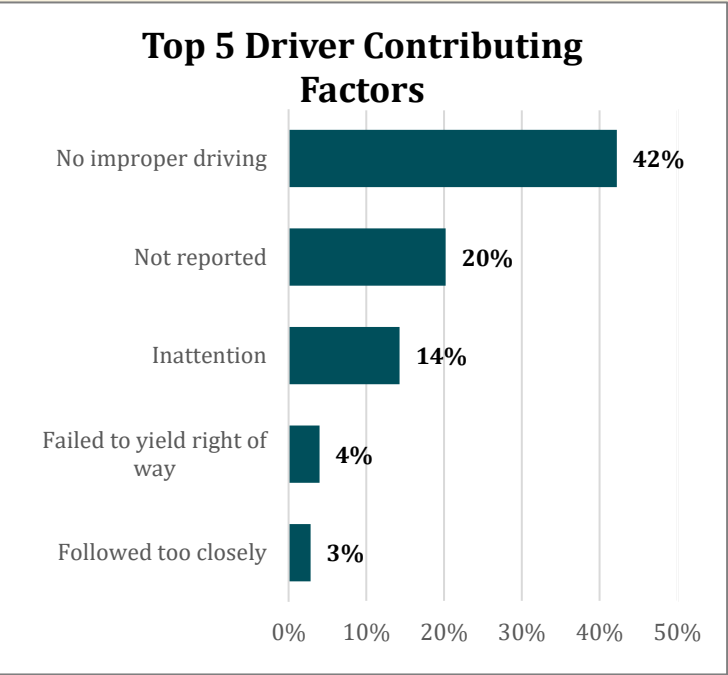
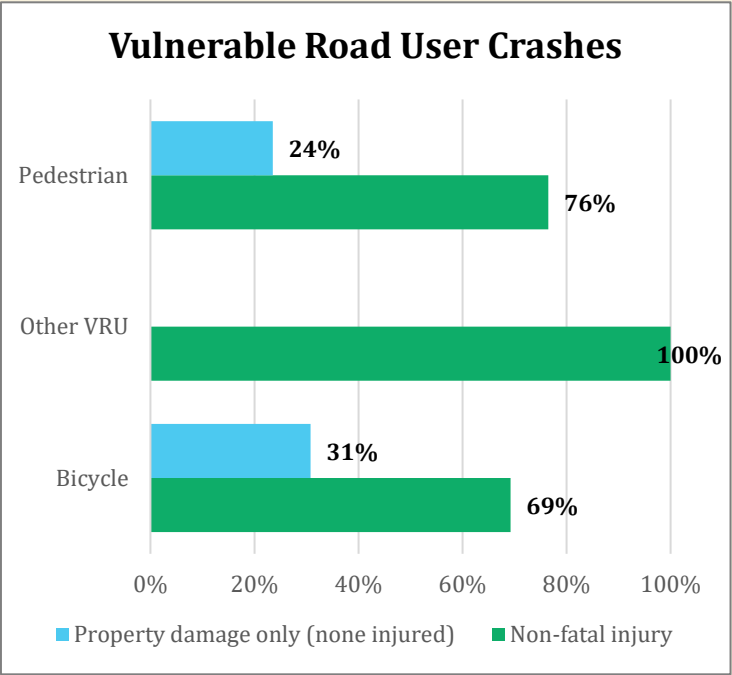
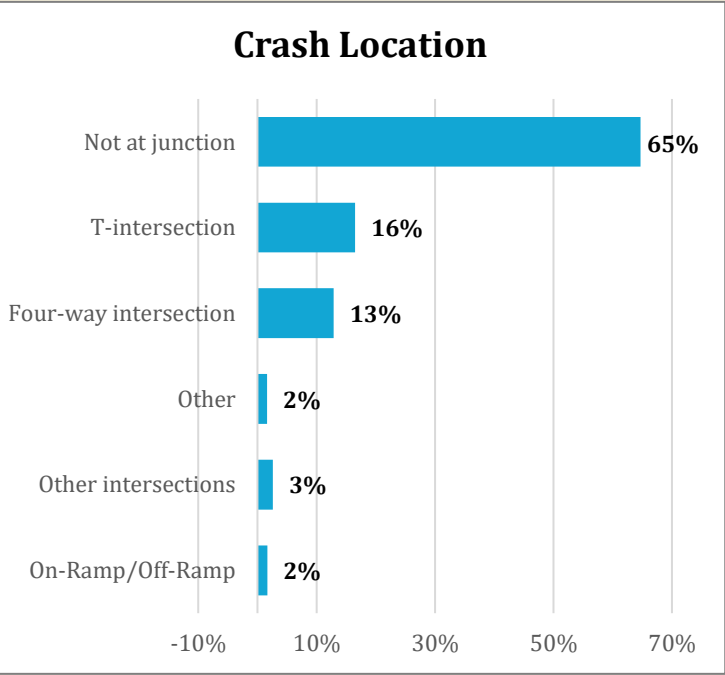
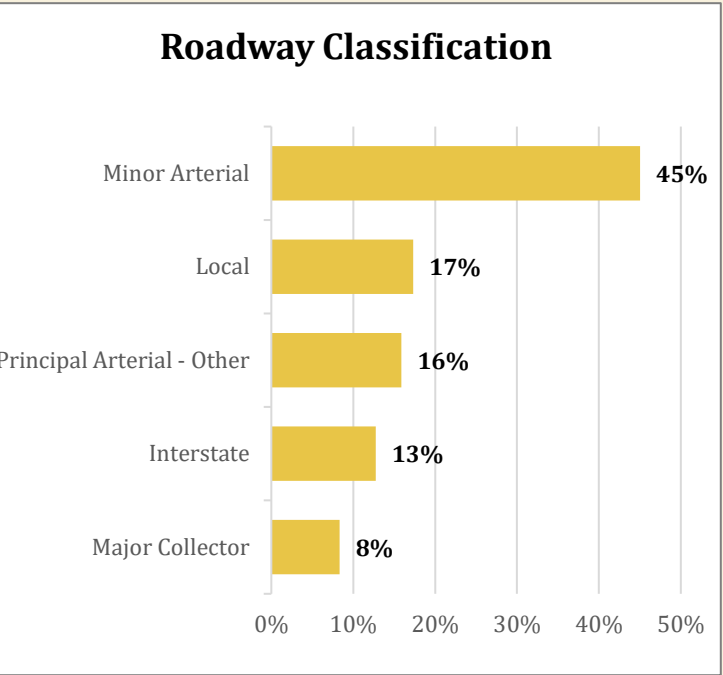
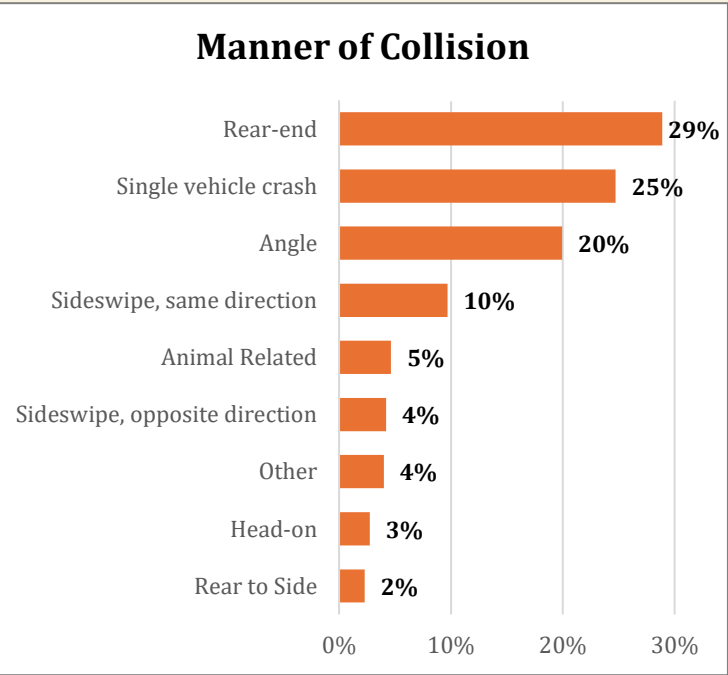
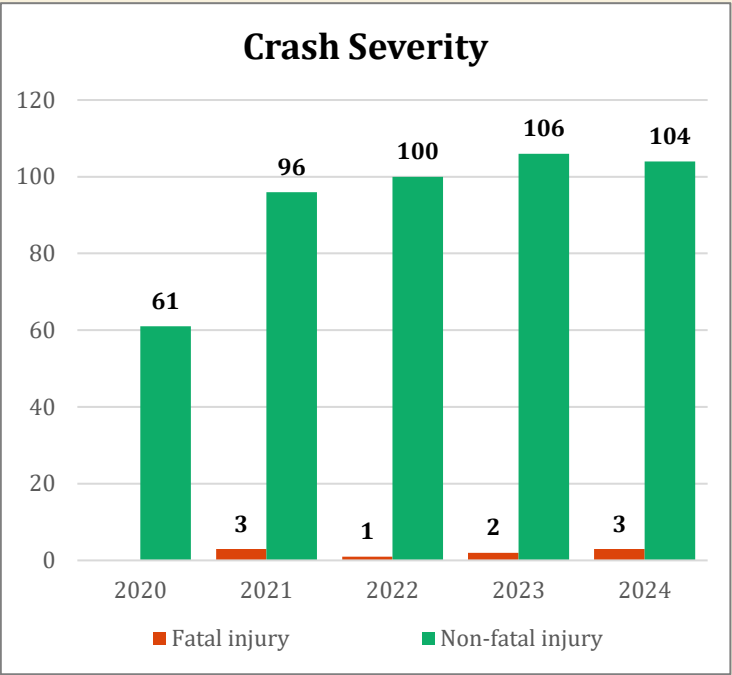
Key Trends

- 19% of crashes resulted in injury.
- 33% of the fatal crashes were single-vehicle crashes.
- 45% of crashes happened on minor arterials.
- 29% of crashes were rear-end crashes.
- 69% of crashes occurred in daylight.
- 80% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	West Street and Brook Street	45	364
2.	Lyon Street, Miller Street and Center Street	35	354
3.	West Street and Fuller Street	35	346
4.	Russell Street, West Avenue and West Street	38	325
5.	West Avenue and Center Street	30	274

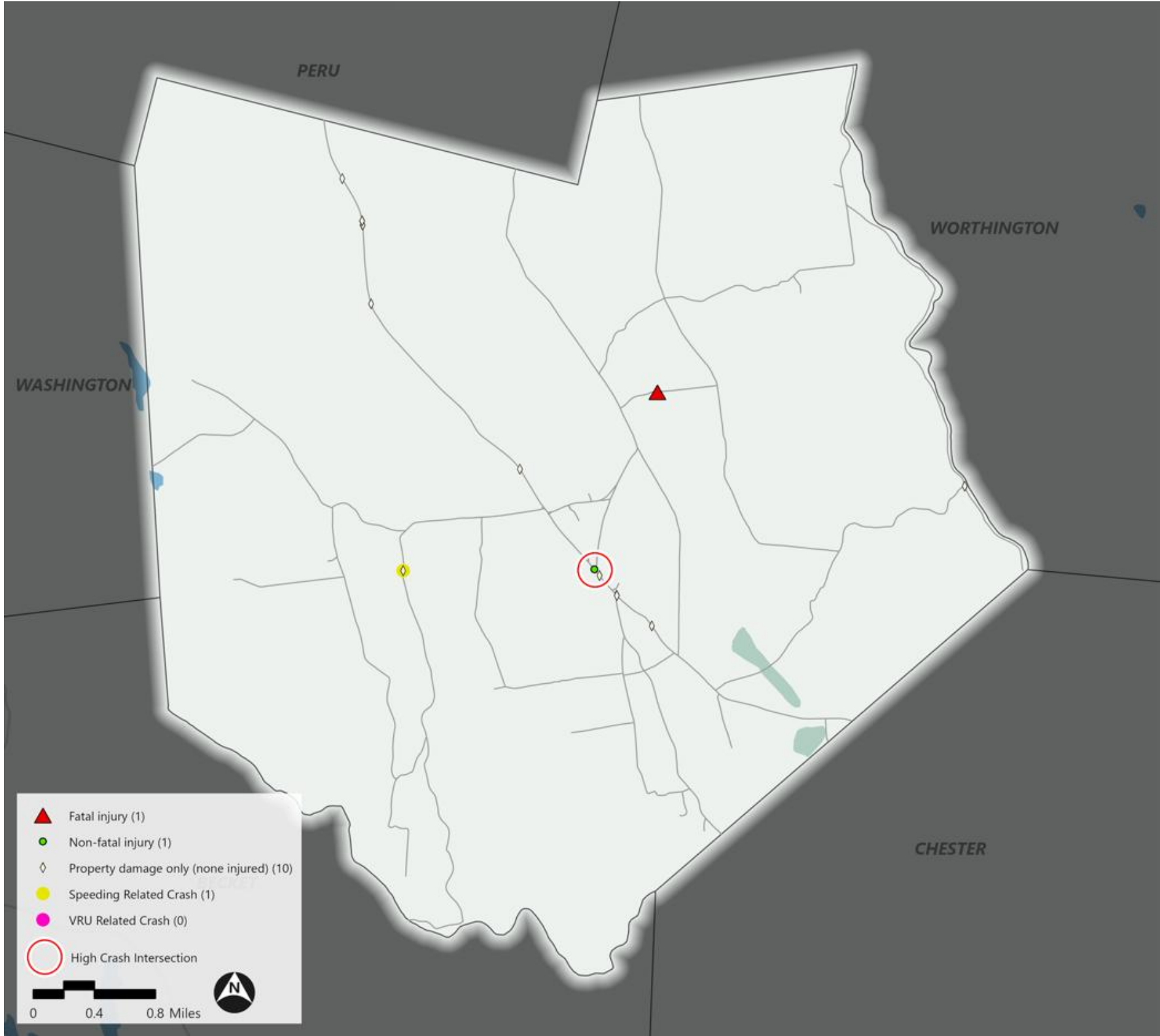
CITY/TOWN NAME: LUDLOW

Crash Statistics Over a Five-Year Period (2020–2024)



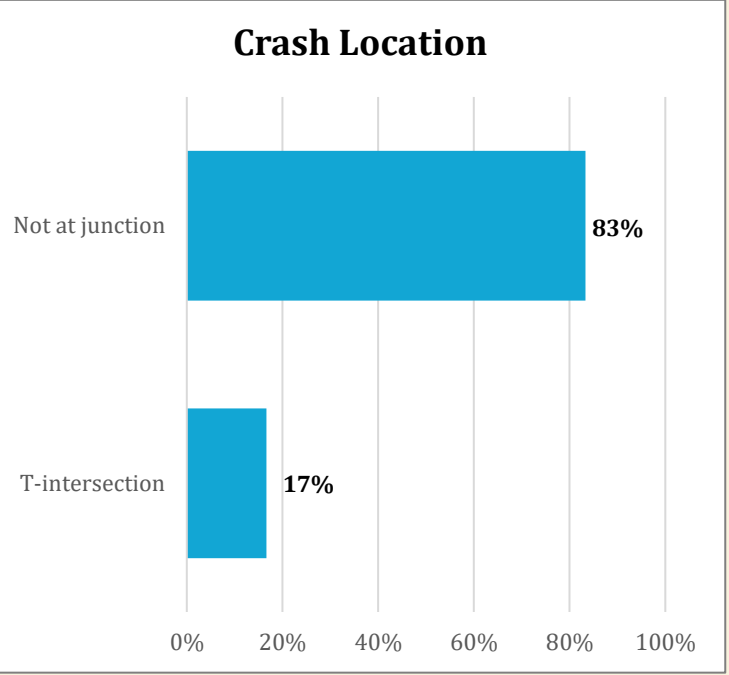
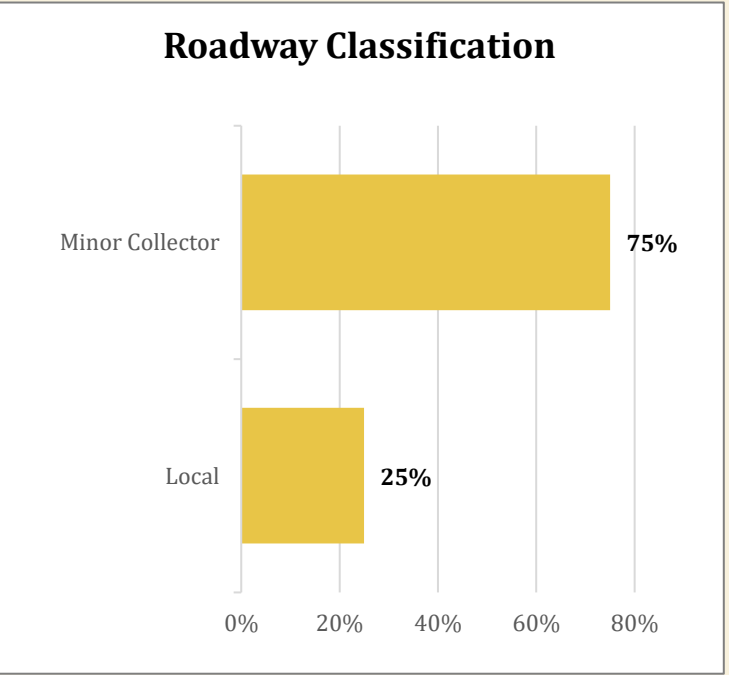
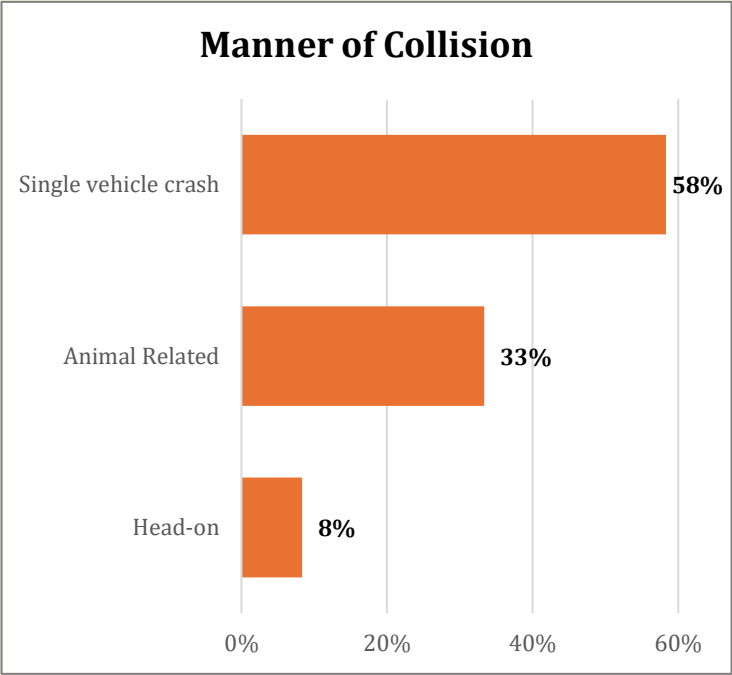
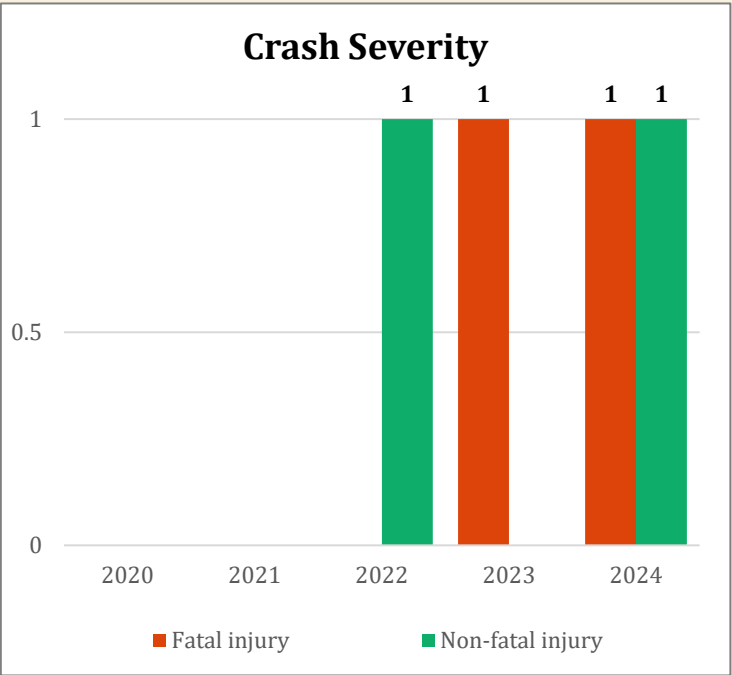
CITY/TOWN NAME: MIDDLEFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



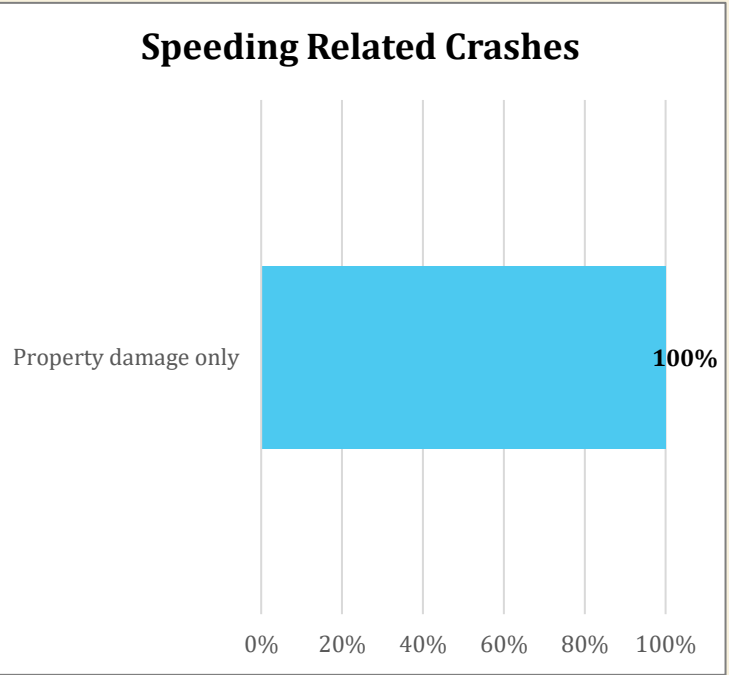
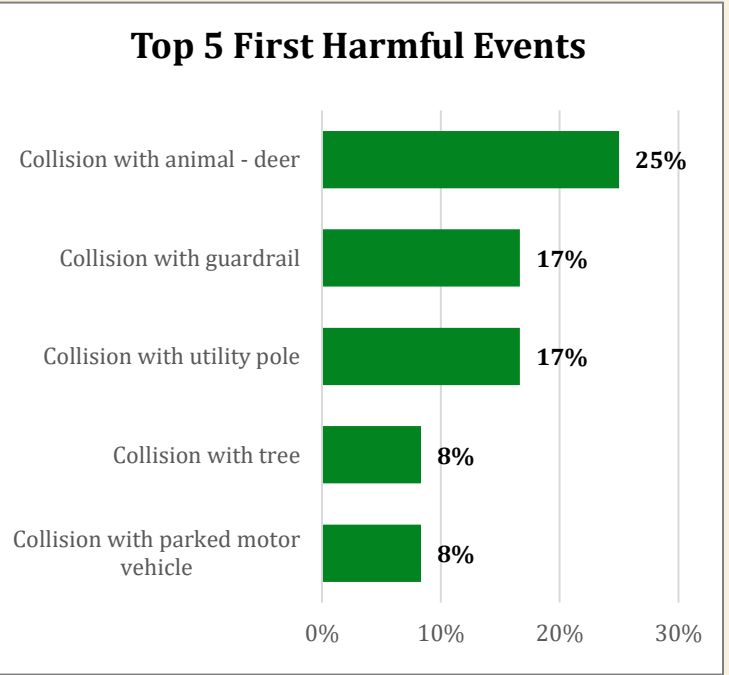
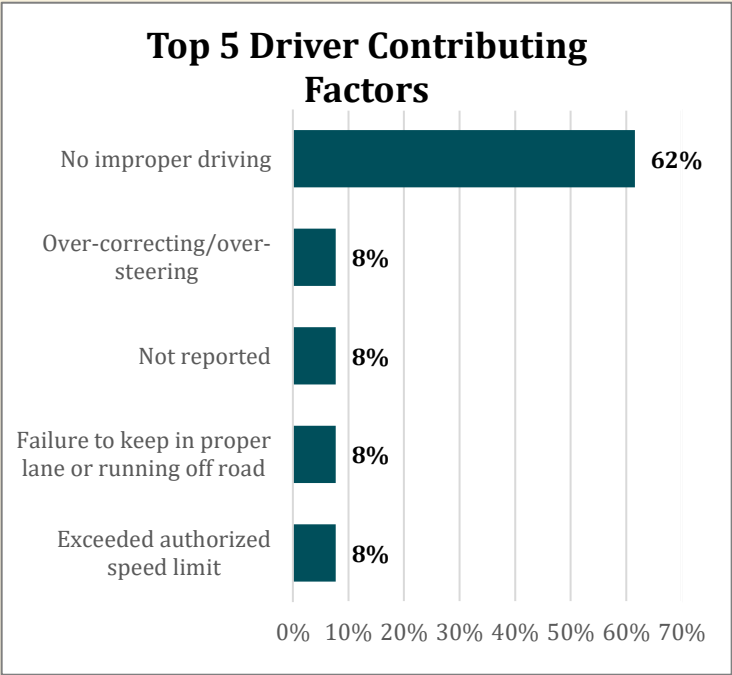
2020-2	2021-4	2022-2	2023-1	2024-4
Overview				
- Annual Crashes/1,000 Population – 8 - Total Fatal Crashes – 1 - Total Vulnerable Road User Crashes – 0 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 7 - Total Speeding-Related Crashes – 1				
Key Trends				
17% of crashes resulted in injury. 100% of the fatal crashes were single-vehicle crashes. 75% of crashes happened on minor collectors. 58% of crashes were single-vehicle crashes. 58% of crashes occurred in dark-roadway not lighted. 75% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Bryan Road and Main Road	2	33	

CITY/TOWN NAME: MIDDLEFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



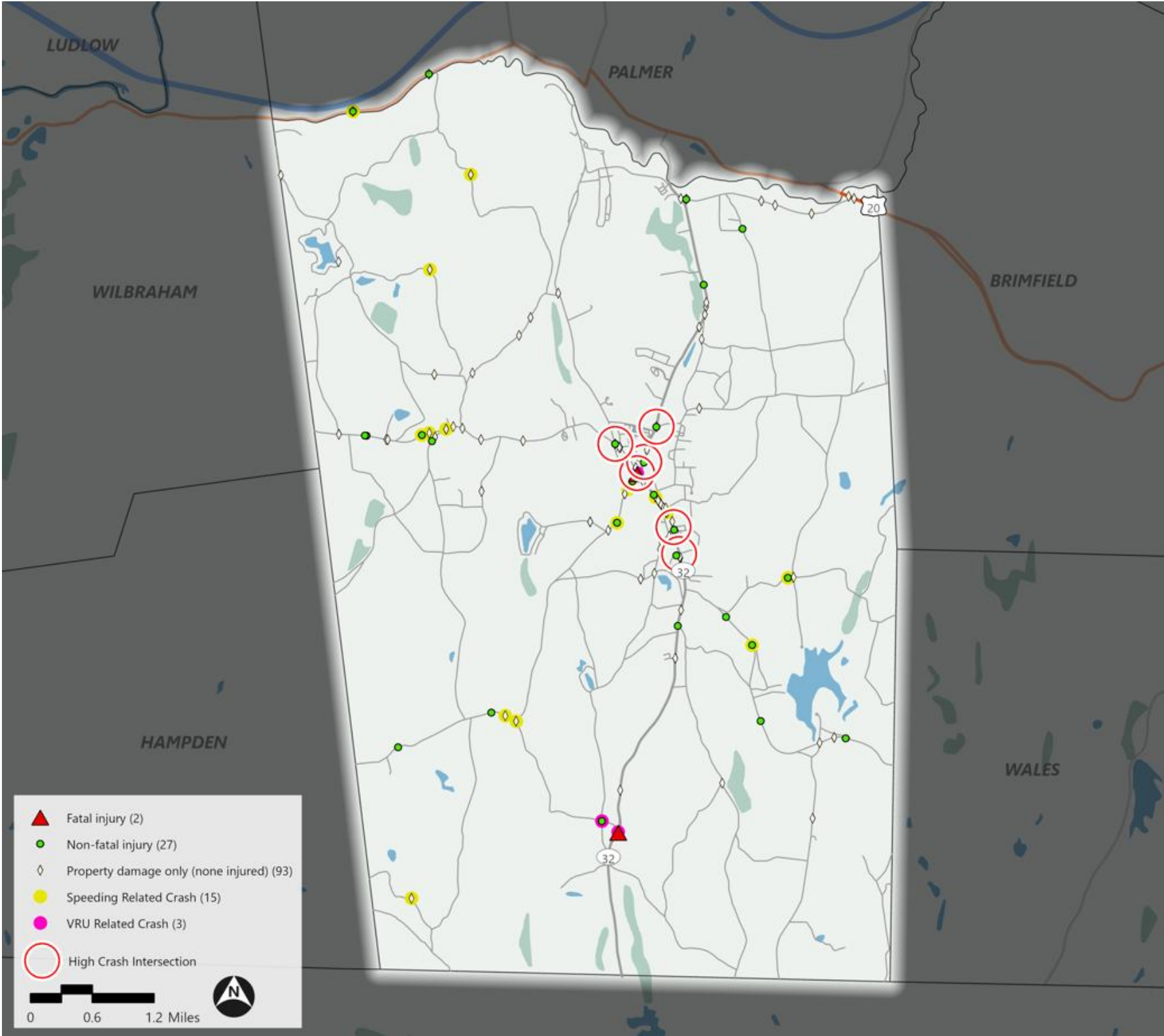
Vulnerable Road User Crashes

No Vulnerable Road User Crashes Within Study Period.



CITY/TOWN NAME: MONSON

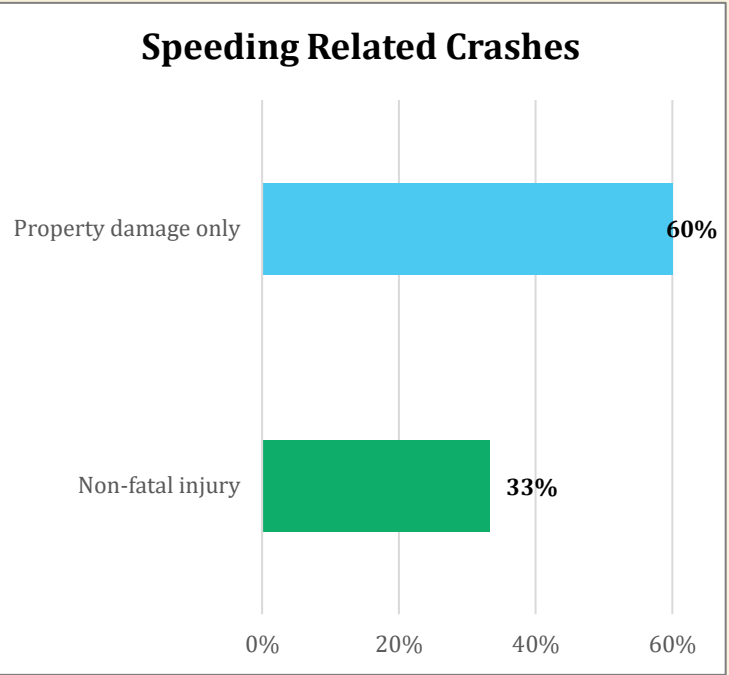
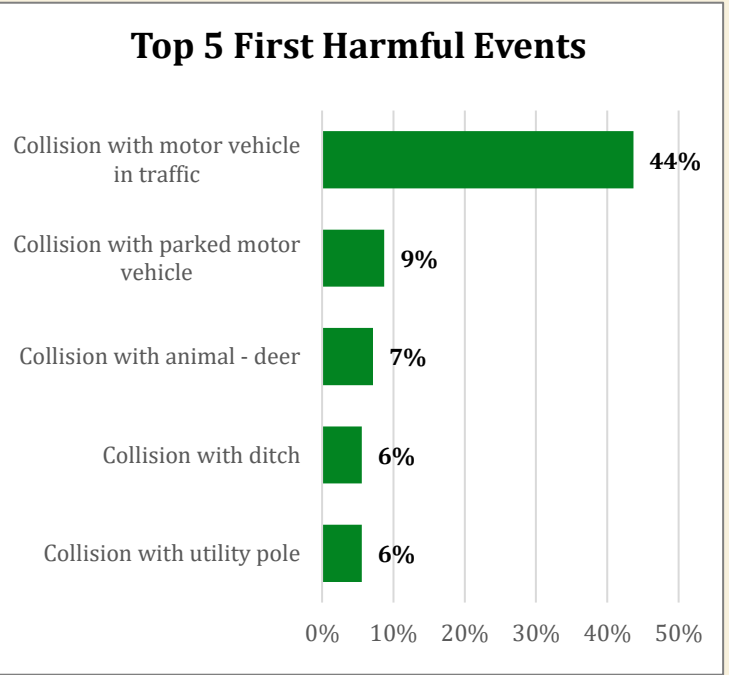
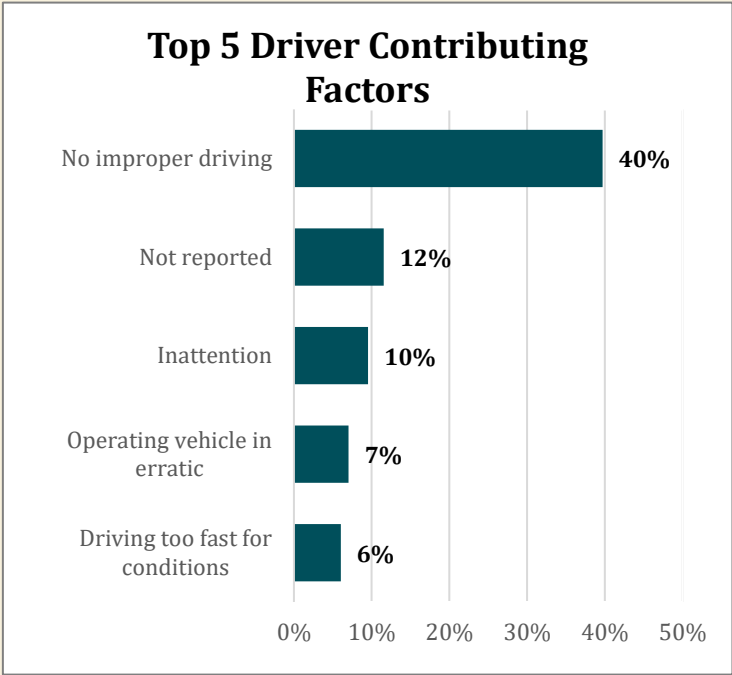
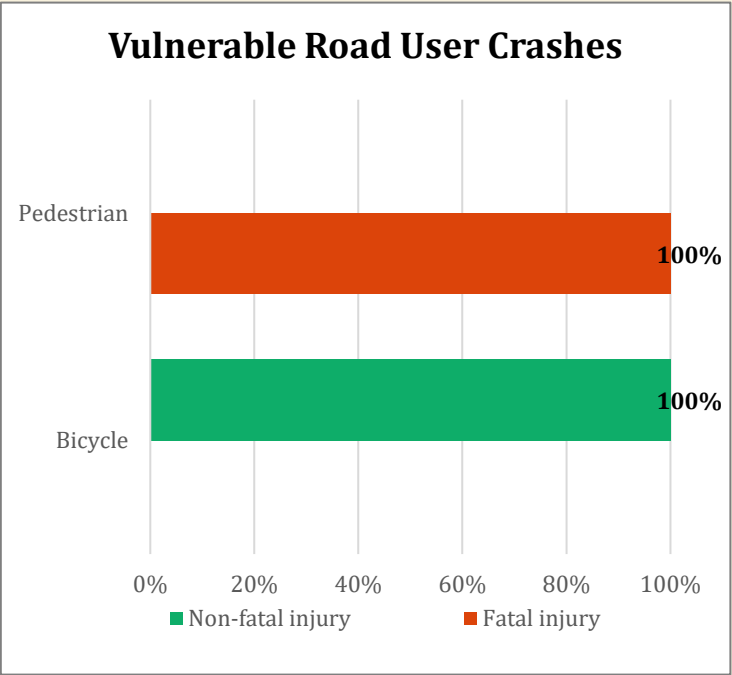
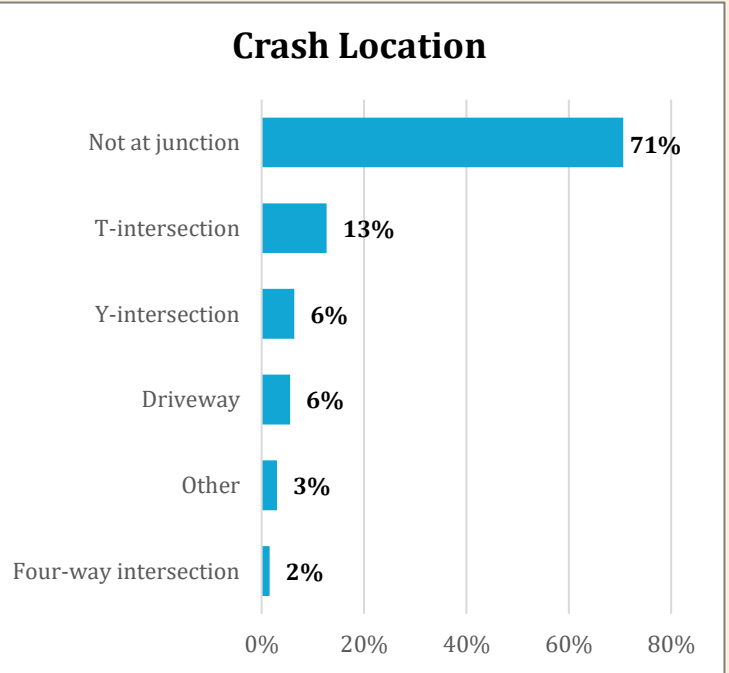
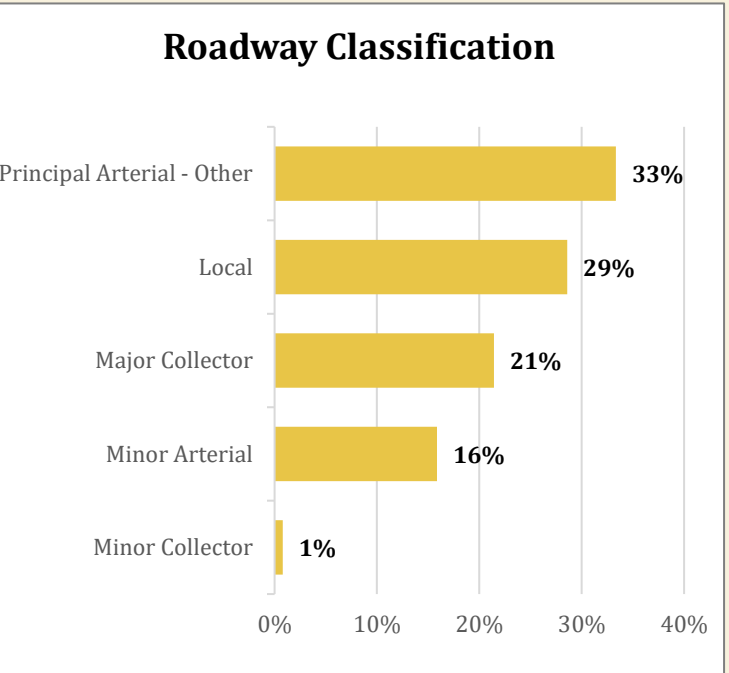
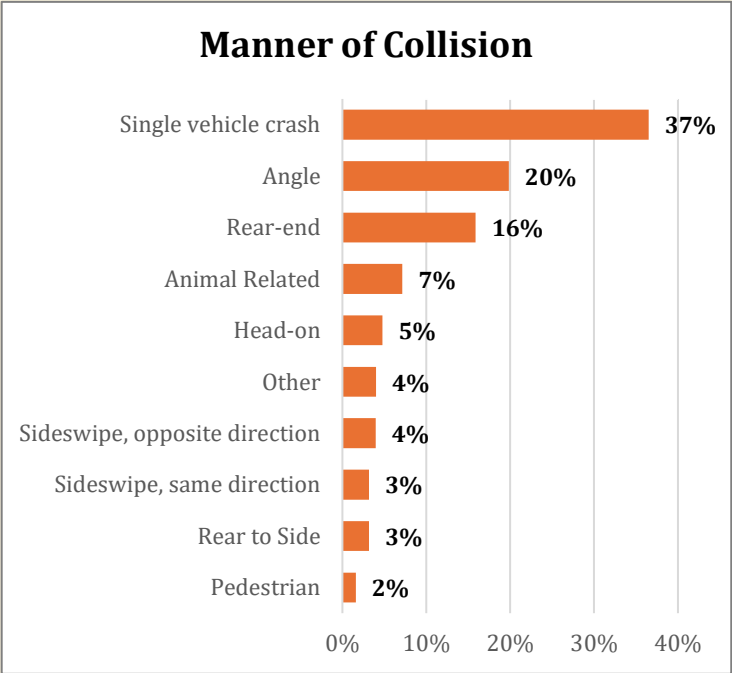
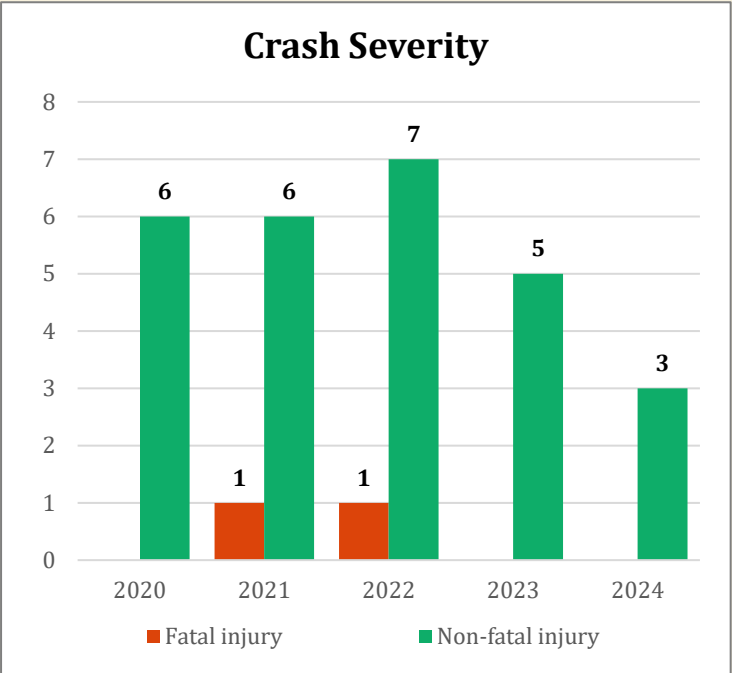
Crash Statistics Over a Five-Year Period (2020–2024)



2020–23	2021–31	2022–26	2023–21	2024–25
Overview				
- Annual Crashes/1,000 Population – 3 - Total Fatal Crashes – 2 - Total Vulnerable Road User Crashes – 3 - Total Vulnerable Road User Fatalities – 2 - Total Single-Vehicle Crashes – 46 - Total Speeding-Related Crashes – 15				
Key Trends				
23% of crashes resulted in injury. 100% of the fatal crashes were pedestrian crashes. 33% of crashes happened on principal arterials. 37% of crashes were single-vehicle crashes. 76% of crashes occurred in daylight. 75% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Ely Road and High Street	2	42	
2.	Reynolds Avenue, Bliss Street and Main Street	3	34	
3.	Washington Street, Harrison Avenue and Main Street	4	34	
4.	Park Road, Margaret Street and High Street	2	33	
5.	Chestnut Street, Main Street, and Palmer Road	2	33	
6.	Park Avenue and Main Street	2	33	

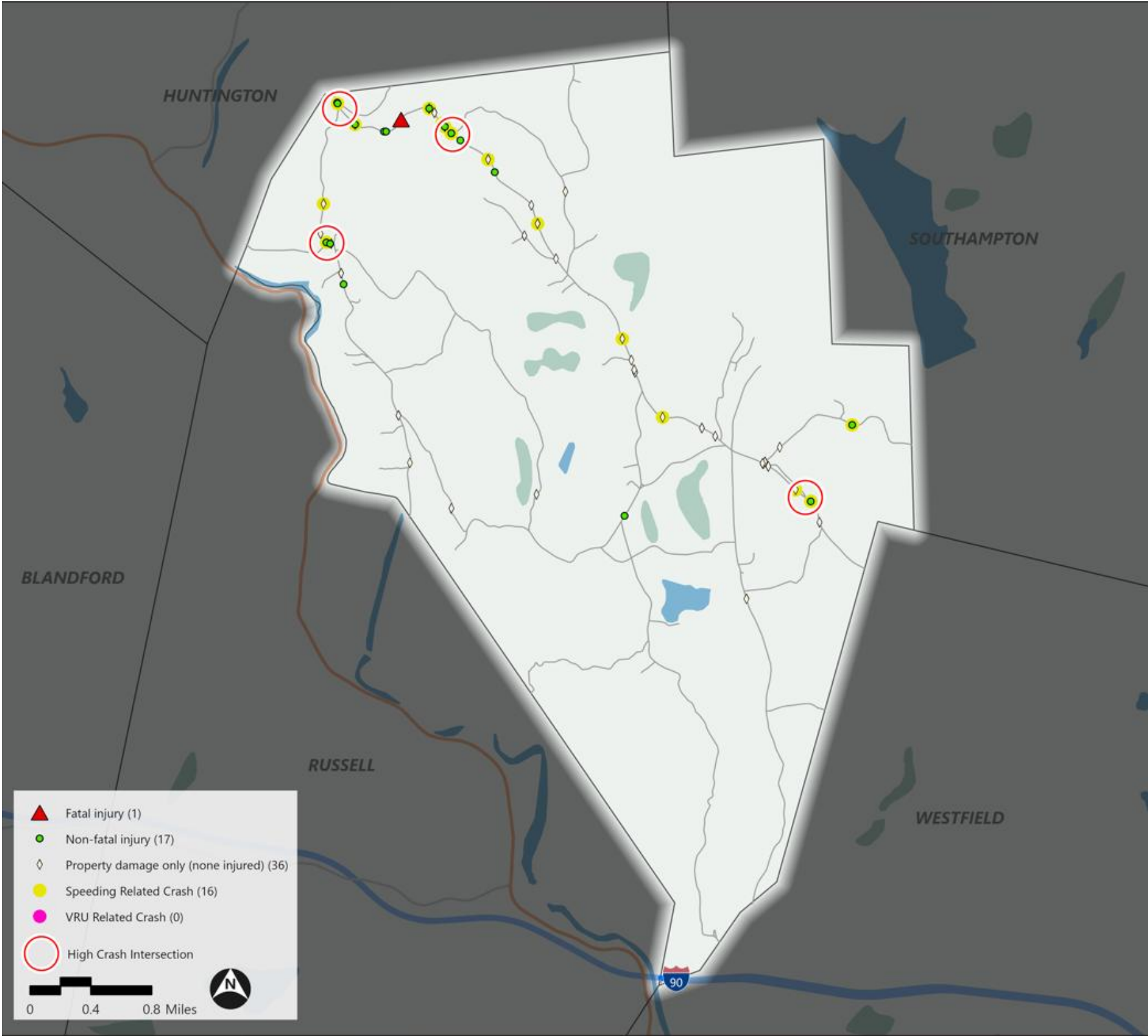
CITY/TOWN NAME: MONSON

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: MONTGOMERY

Crash Statistics Over a Five-Year Period (2020–2024)



2020–18	2021–12	2022–10	2023–11	2024–3
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Overview

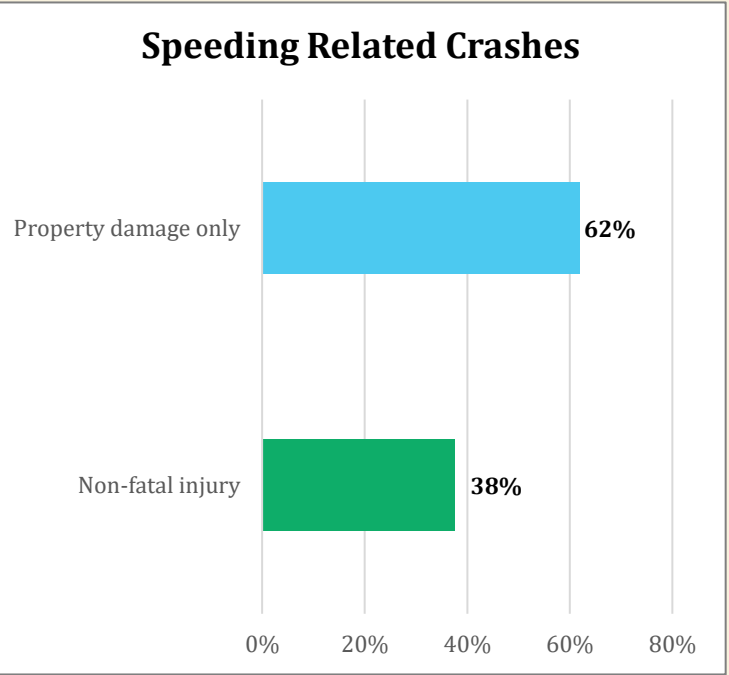
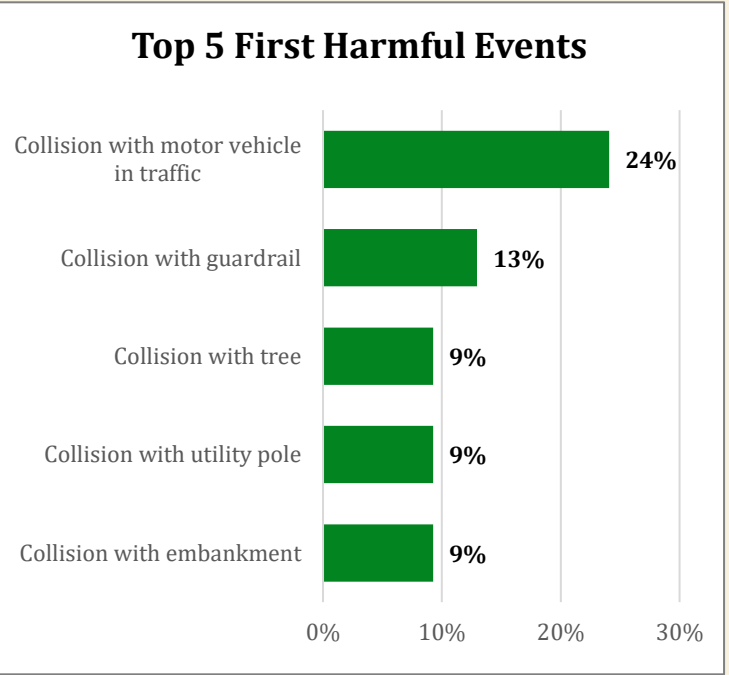
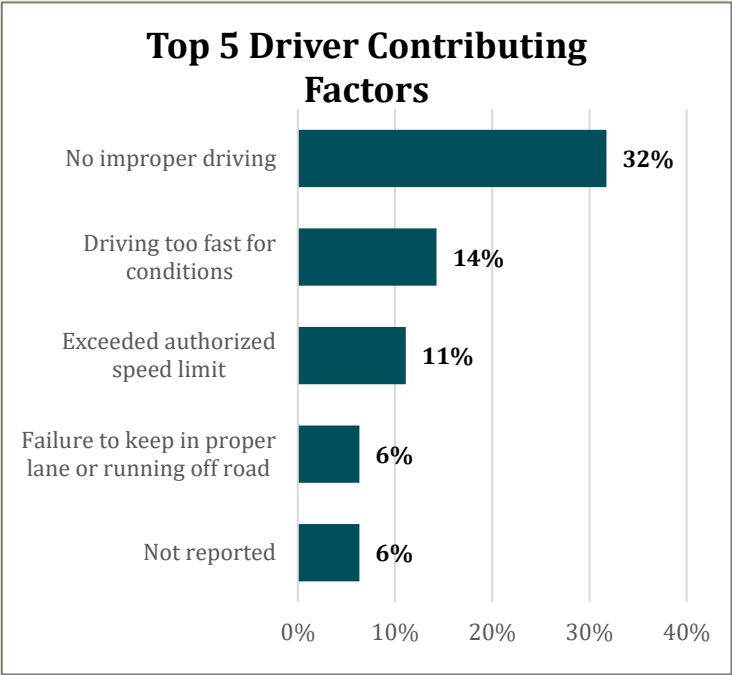
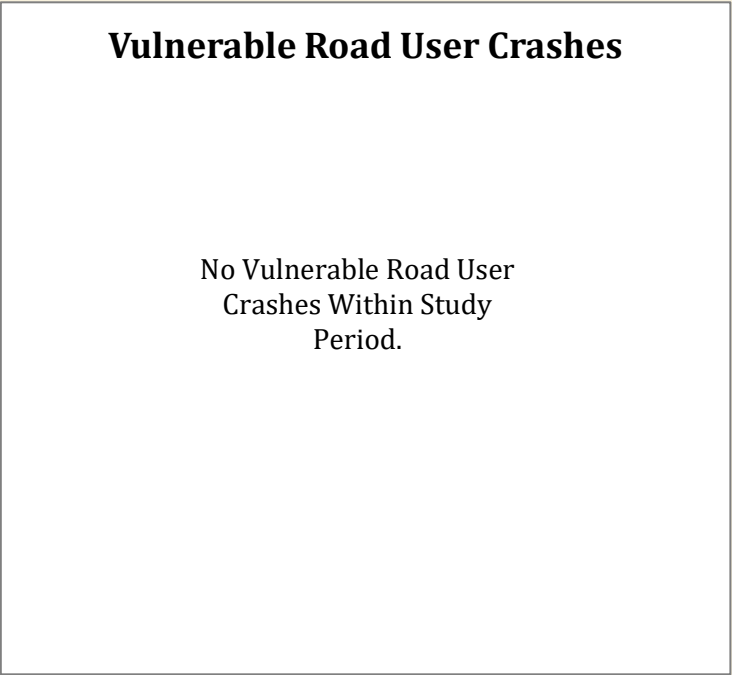
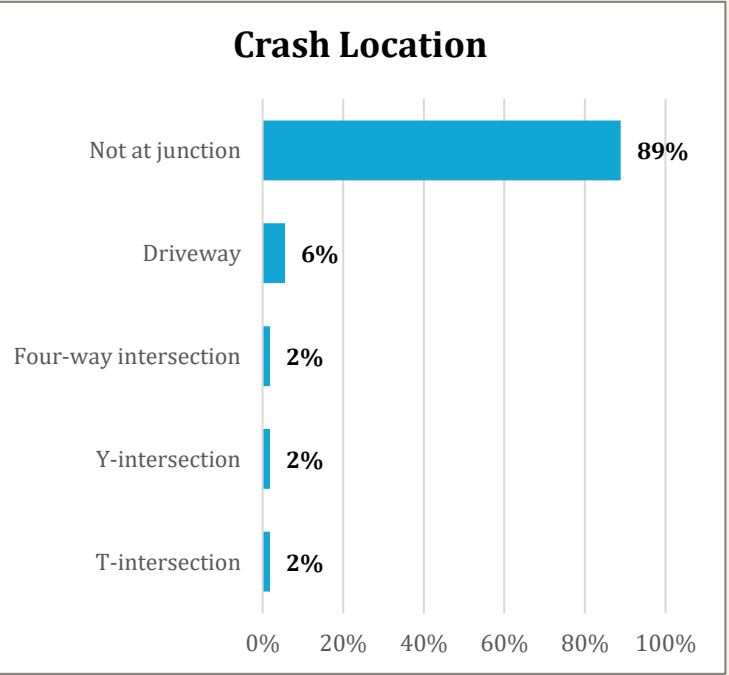
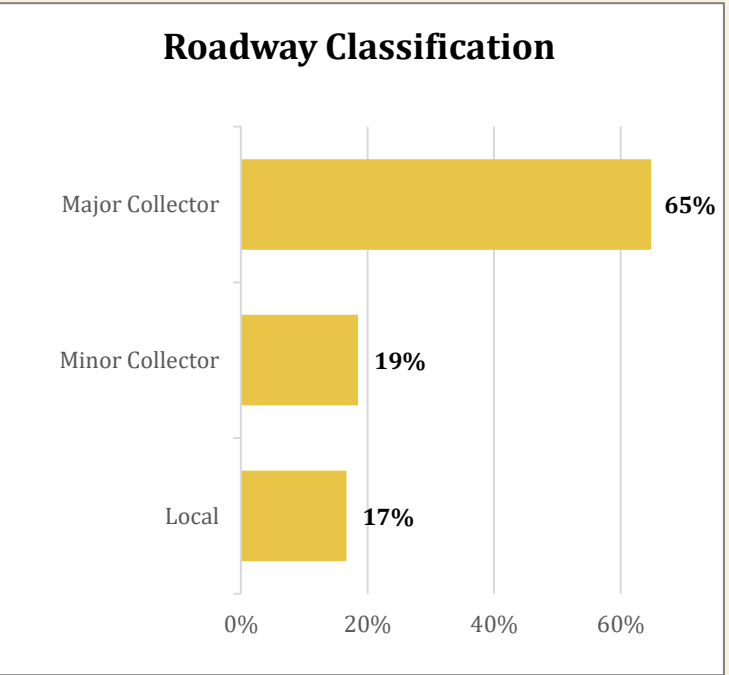
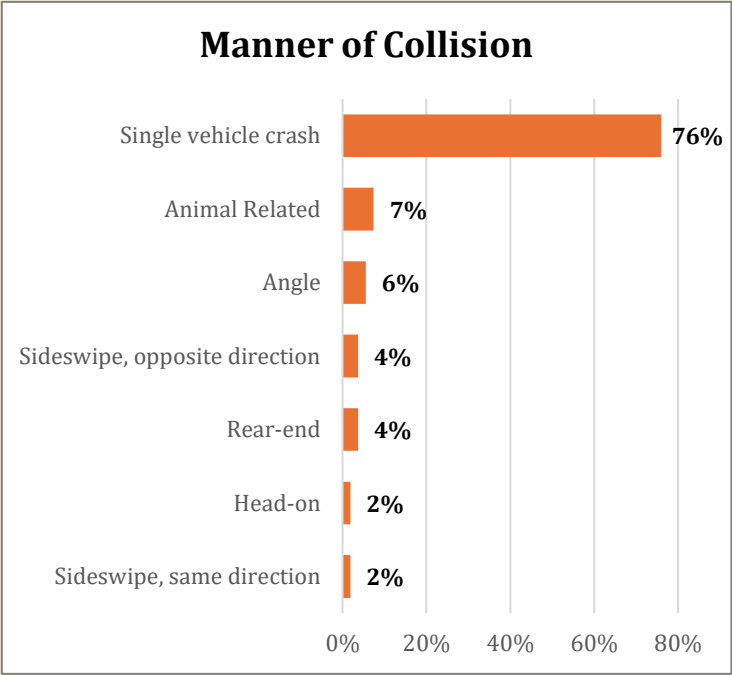
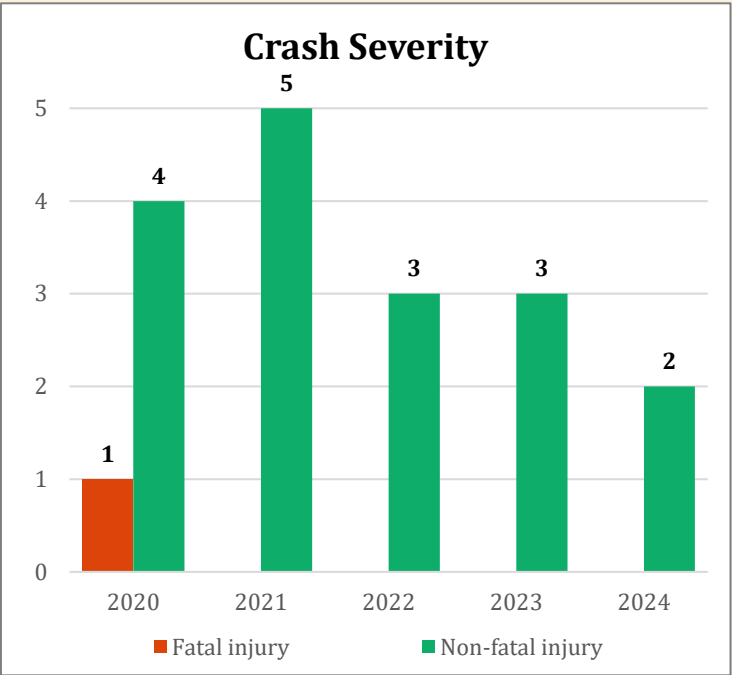
- Annual Crashes/1,000 Population – 13
- Total Fatal Crashes – 1
- Total Vulnerable Road User Crashes – 0
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 41
- Total Speeding-Related Crashes – 16

Key Trends

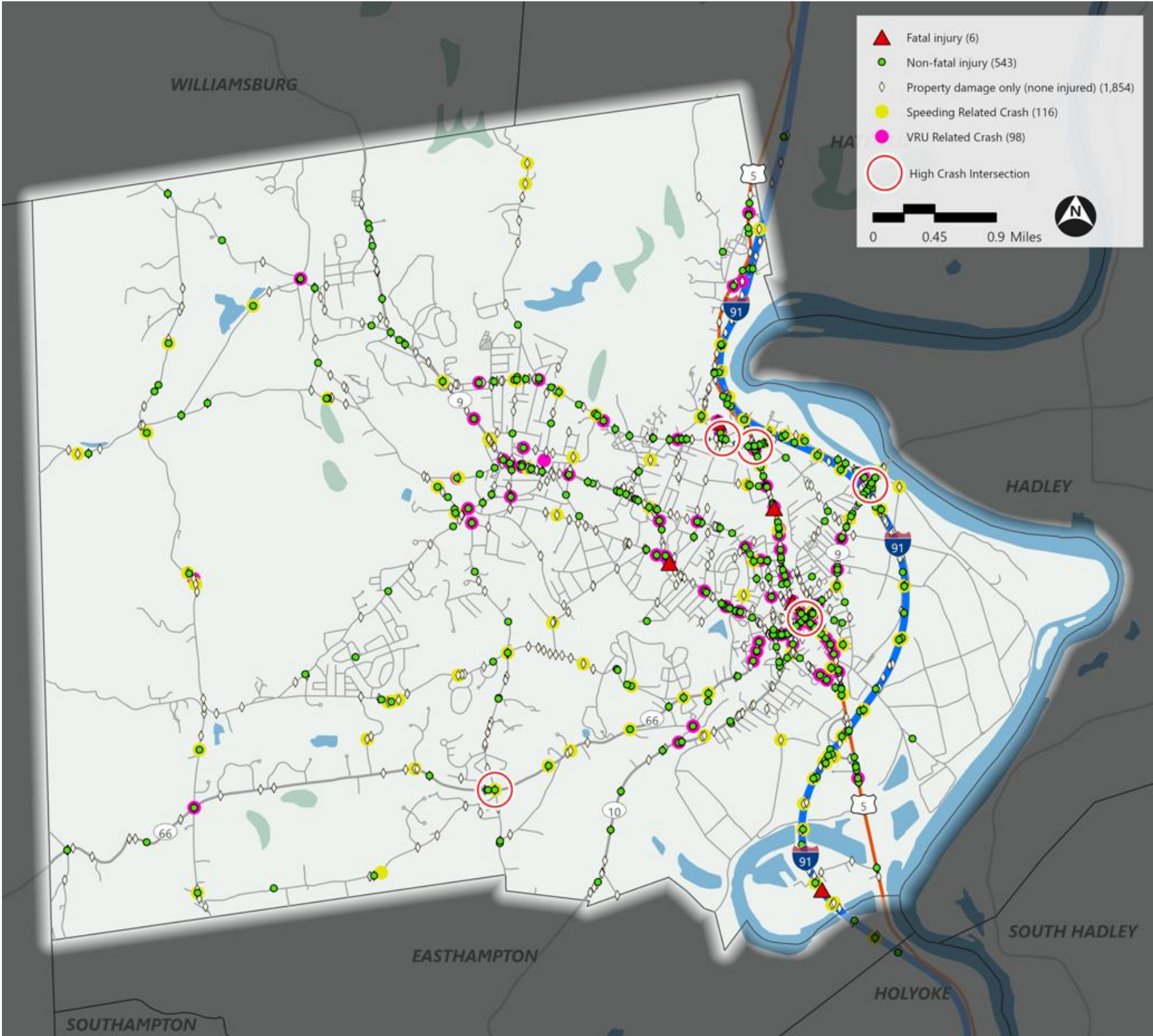
- 33% of crashes resulted in injury.
- 100% of the fatal crashes were head-on crashes.
- 65% of crashes happened on major collectors.
- 76% of crashes were single-vehicle crashes.
- 63% of crashes occurred in daylight.
- 67% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Thomas Road and Carrington Road	4	75
2.	Main Road and Carrington Road	2	42
3.	New State Road and Main Road	1	32
4.	Old Main Road and Main Road	1	32

CITY/TOWN NAME: MONTGOMERY
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: NORTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



2020–371	2021–471	2022–528	2023–561	2024–487
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Overview

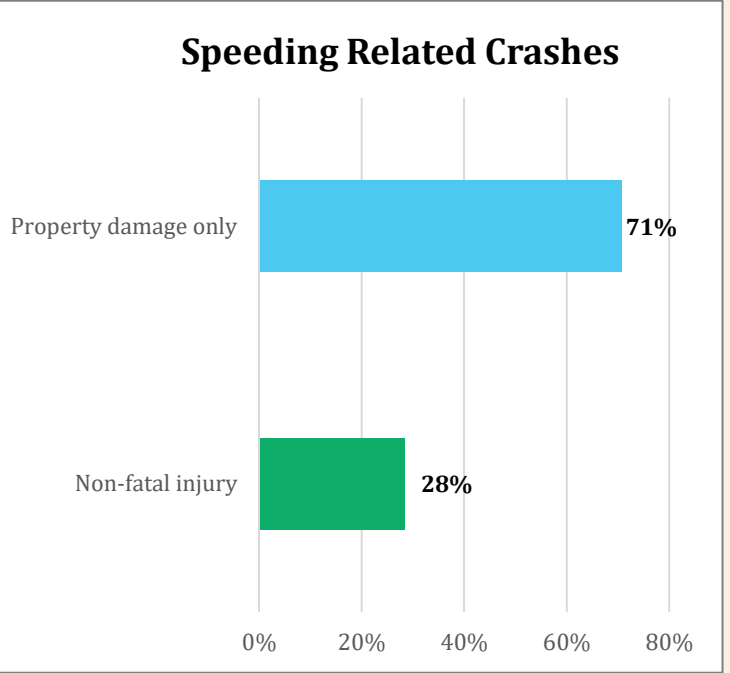
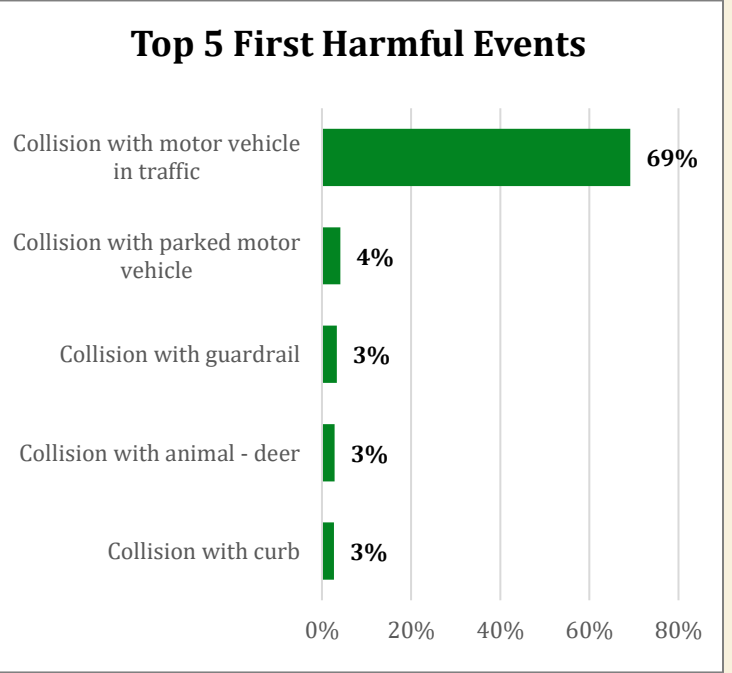
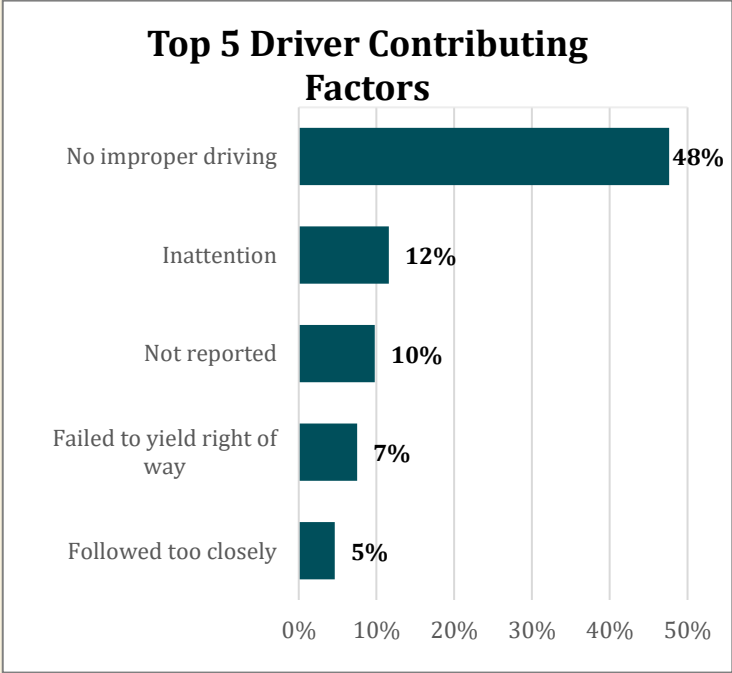
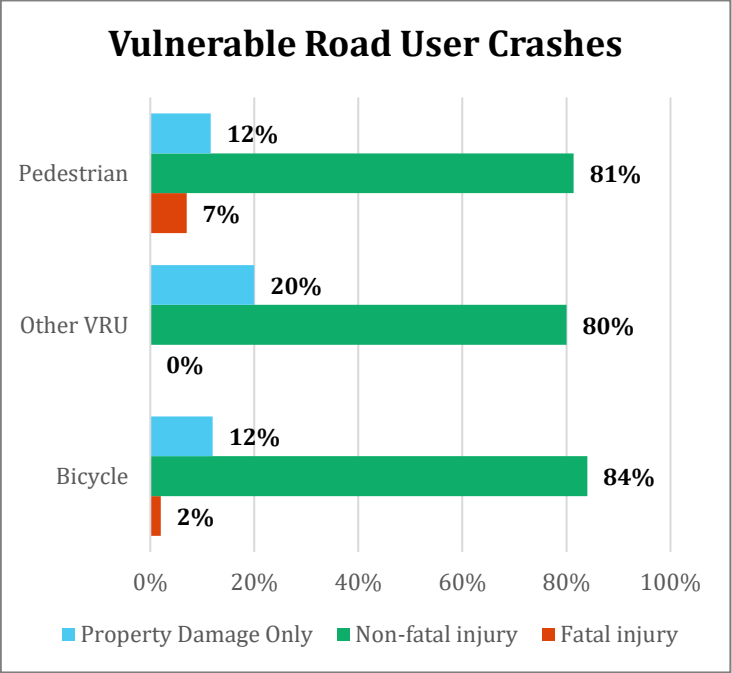
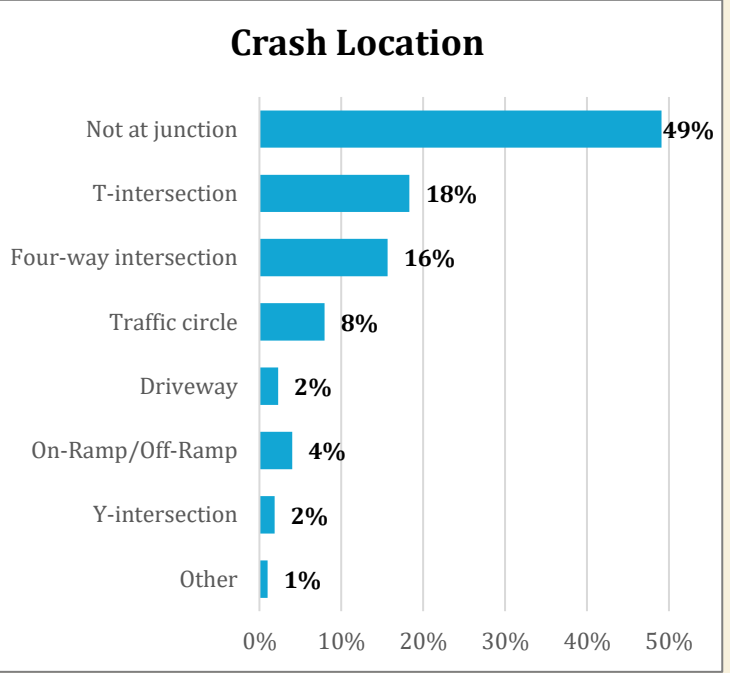
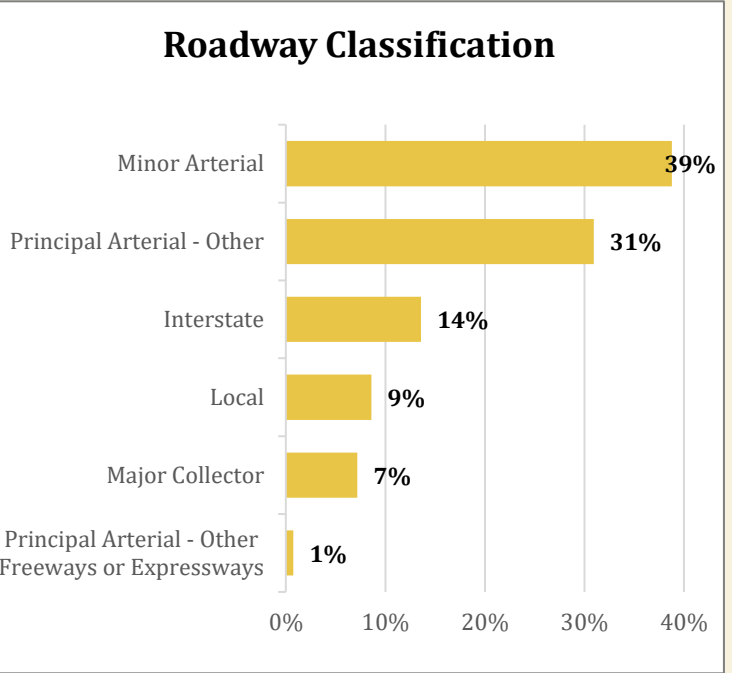
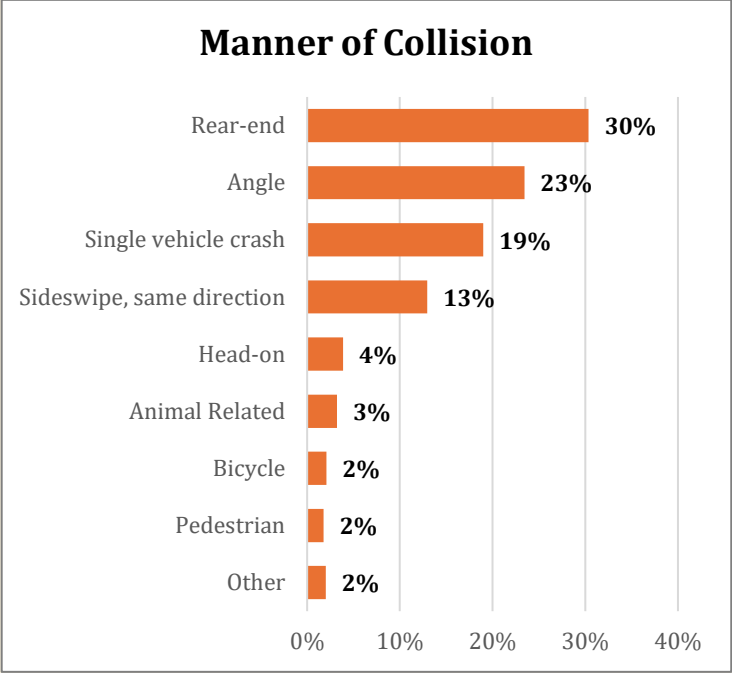
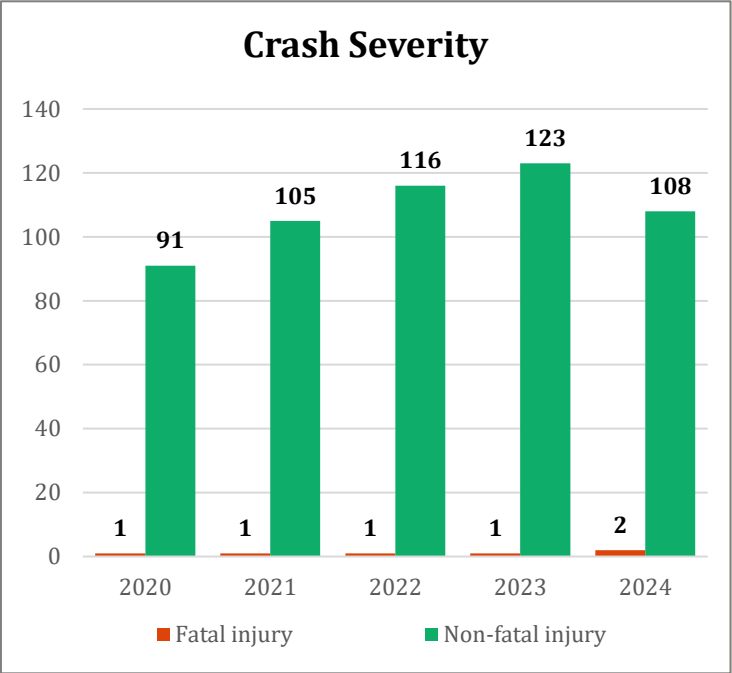
- Annual Crashes/1,000 Population – 15
- Total Fatal Crashes – 6
- Total Vulnerable Road User Crashes – 98
- Total Vulnerable Road User Fatalities – 4
- Total Single-Vehicle Crashes – 459
- Total Speeding-Related Crashes – 116

Key Trends

- 23% of crashes resulted in injury.
- 50% of the fatal crashes were pedestrian crashes.
- 39% of crashes happened on minor arterials.
- 30% of crashes were rear-end crashes.
- 75% of crashes occurred in daylight.
- 80% of crashes occurred on dry surface conditions.

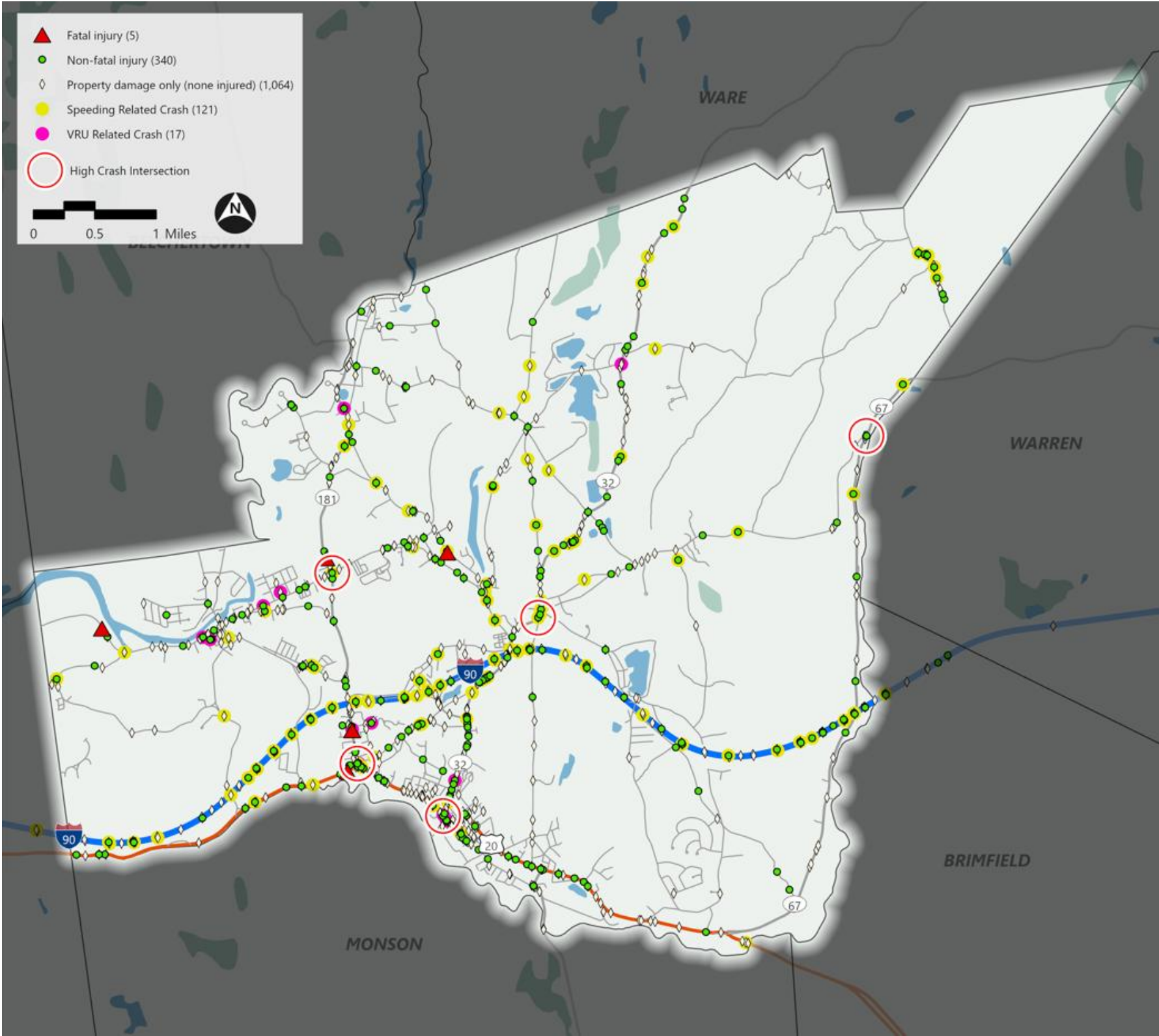
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Damon Road, Rt 91 NB Ramp to Rt 9, and Bridge Street	189	633
2.	Damon Road and King Street	82	521
3.	Cooke Avenue, Jackson Street and Bridge Road	43	309
4.	Florence Road, Rocky Hill Road, and Westhampton Road	17	208
5.	King Street, Pleasant Street and Main Street	39	190

CITY/TOWN NAME: NORTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: PALMER

Crash Statistics Over a Five-Year Period (2020–2024)



2020–37	2021–345	2022–314	2023–359	2024–390
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Overview

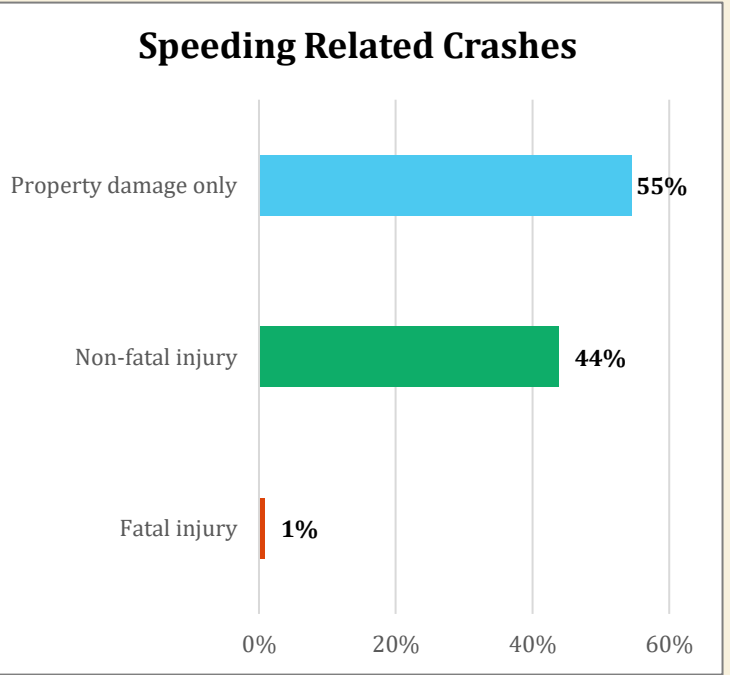
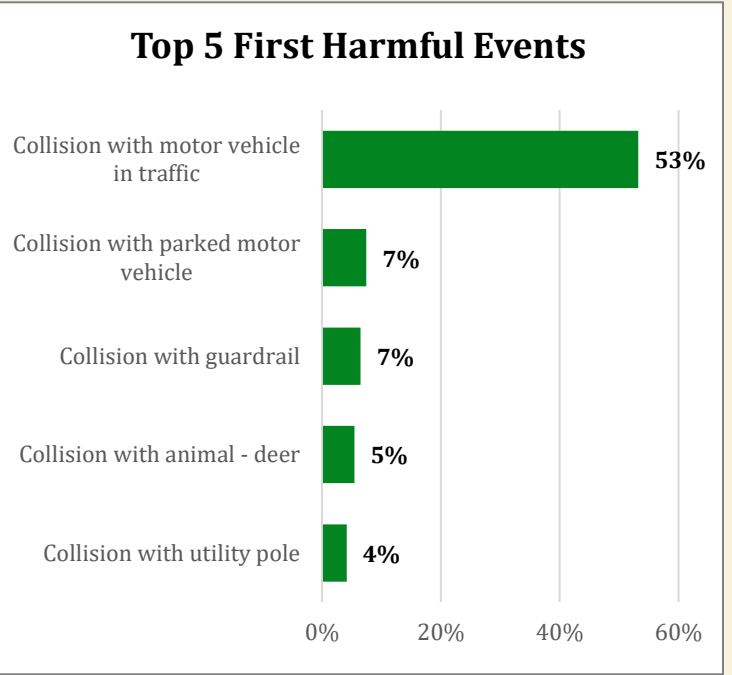
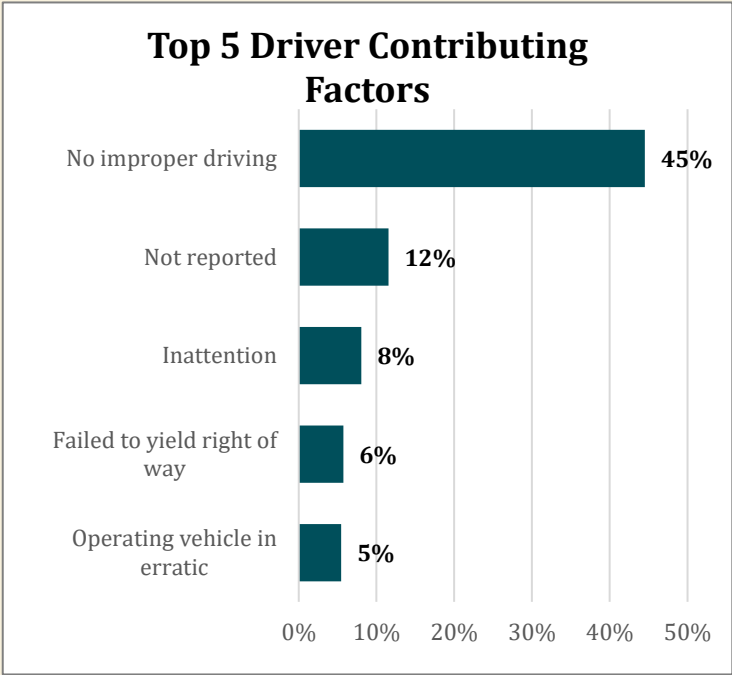
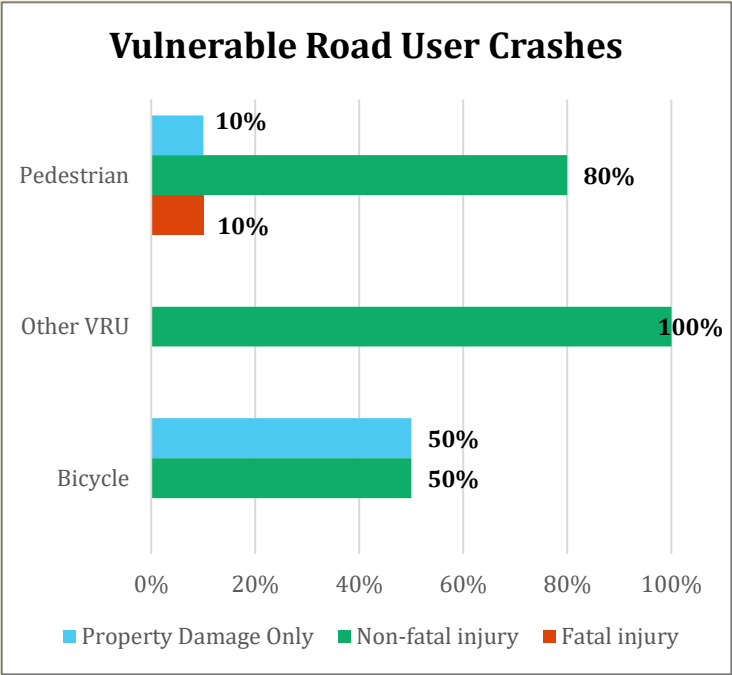
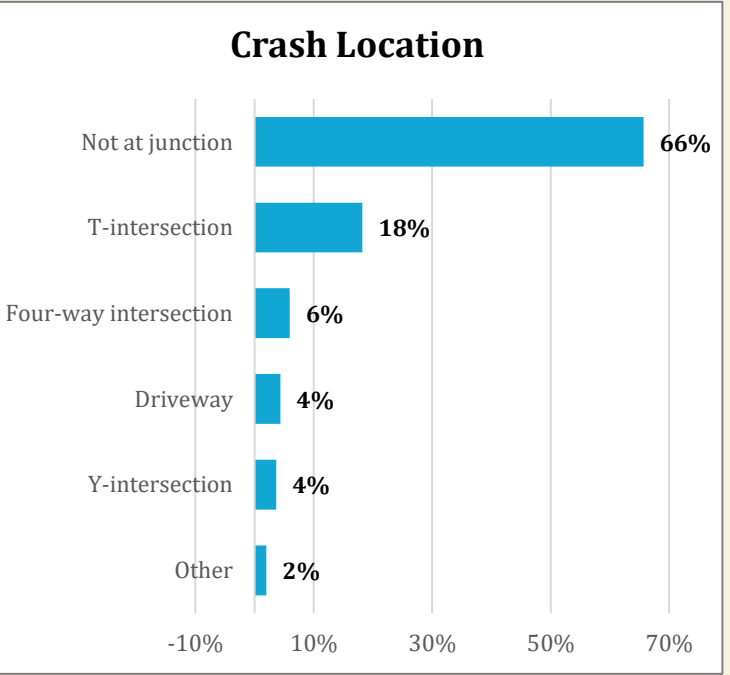
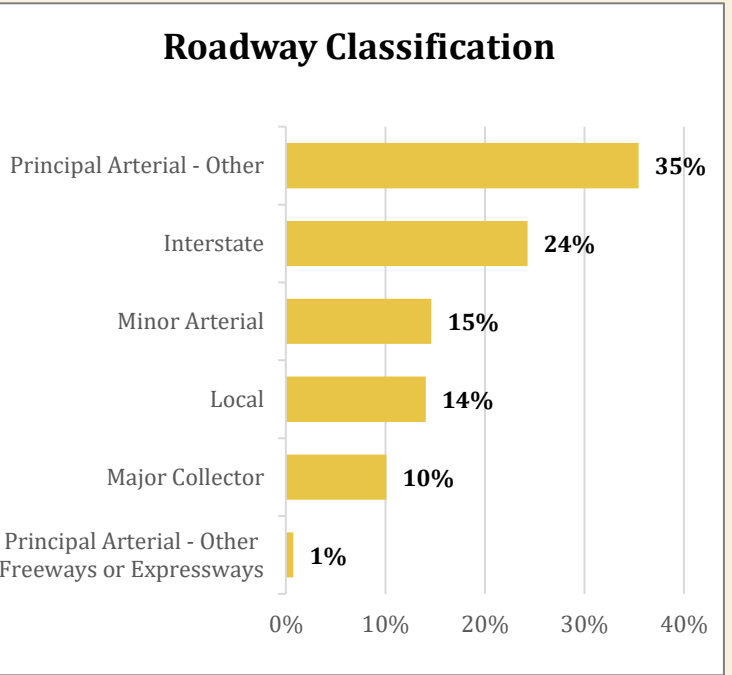
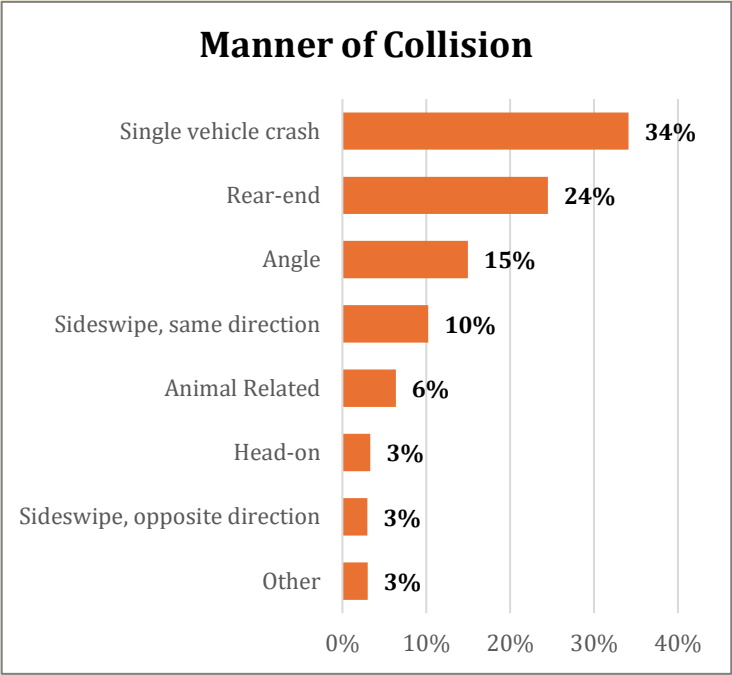
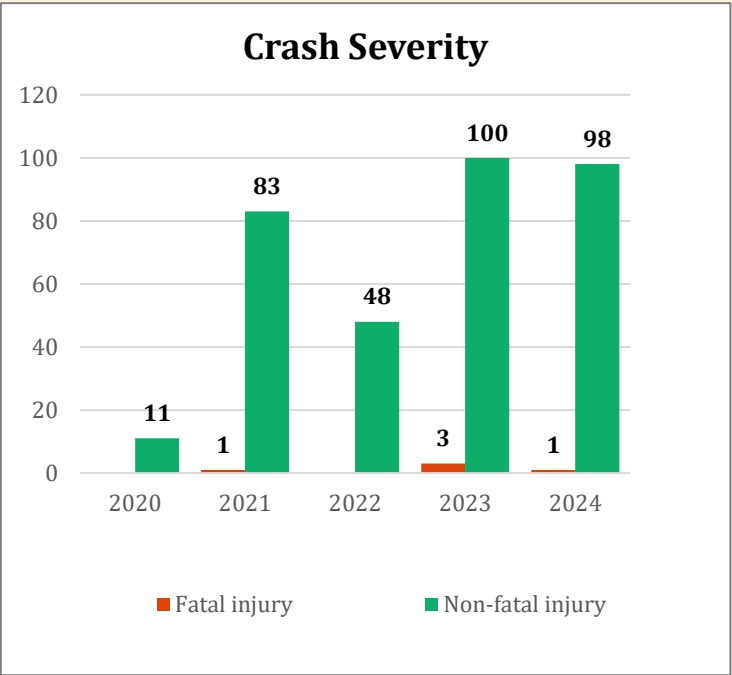
- Annual Crashes/1,000 Population – **23**
- Total Fatal Crashes – **5**
- Total Vulnerable Road User Crashes – **17**
- Total Vulnerable Road User Fatalities – **1**
- Total Single-Vehicle Crashes – **493**
- Total Speeding-Related Crashes – **121**

Key Trends

- **24%** of crashes resulted in injury.
- **40%** of the fatal crashes were single-vehicle crashes.
- **35%** of crashes happened on principal arterials.
- **34%** of crashes were single-vehicle crashes.
- **68%** of crashes occurred in daylight.
- **75%** of crashes occurred on dry surface conditions.

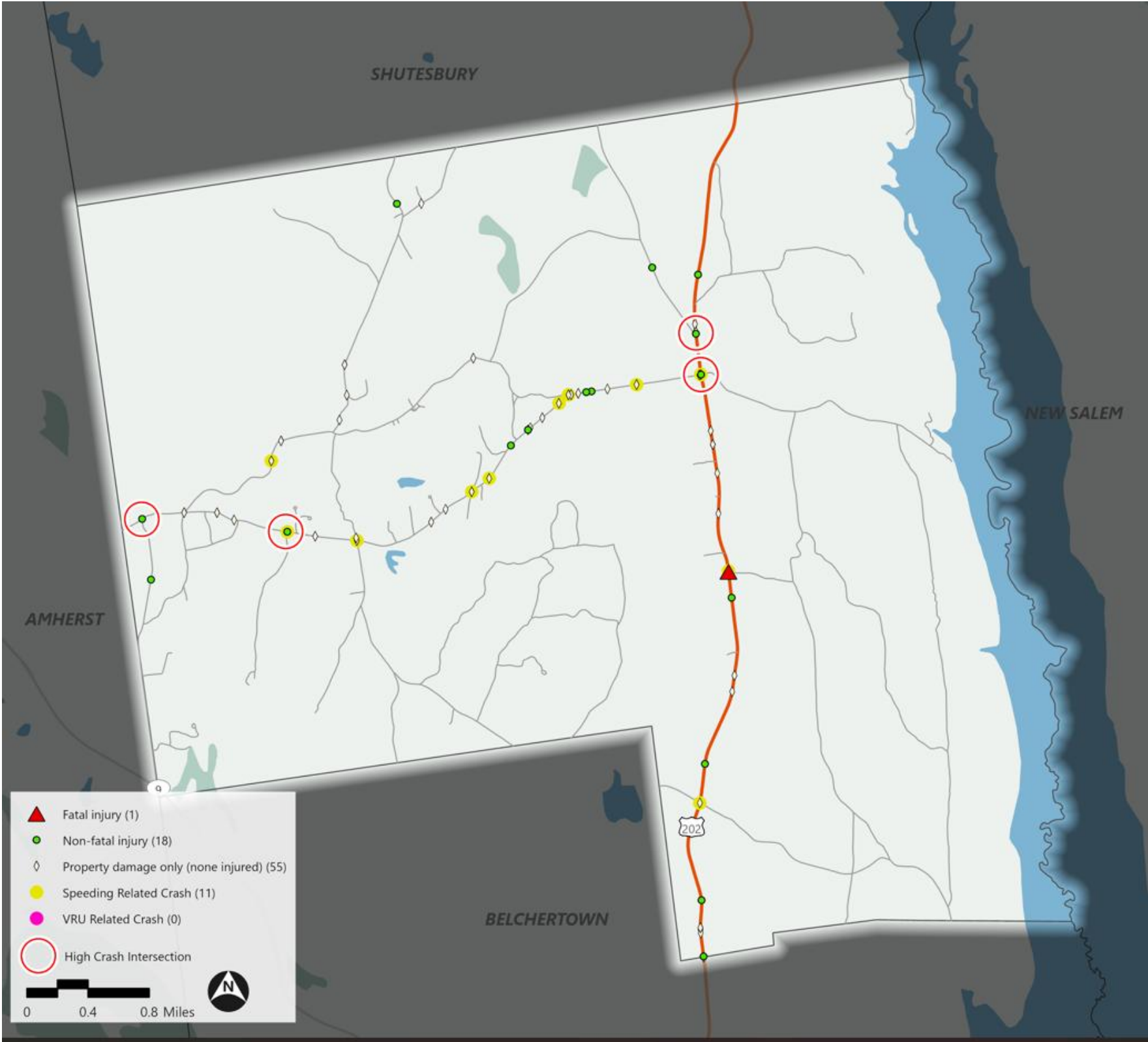
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Shearer Street and North Main Street	35	239
2.	Breckenridge Street and Ware Street	11	153
3.	Old Warren Road, Main Street and Boston Road	9	133
4.	Main Street, North Main Street and Thorndike Street	23	121
5.	Main Street and Sykes Street	18	120

CITY/TOWN NAME: PALMER
Crash Statistics Over a Five-Year Period (2020–2024)



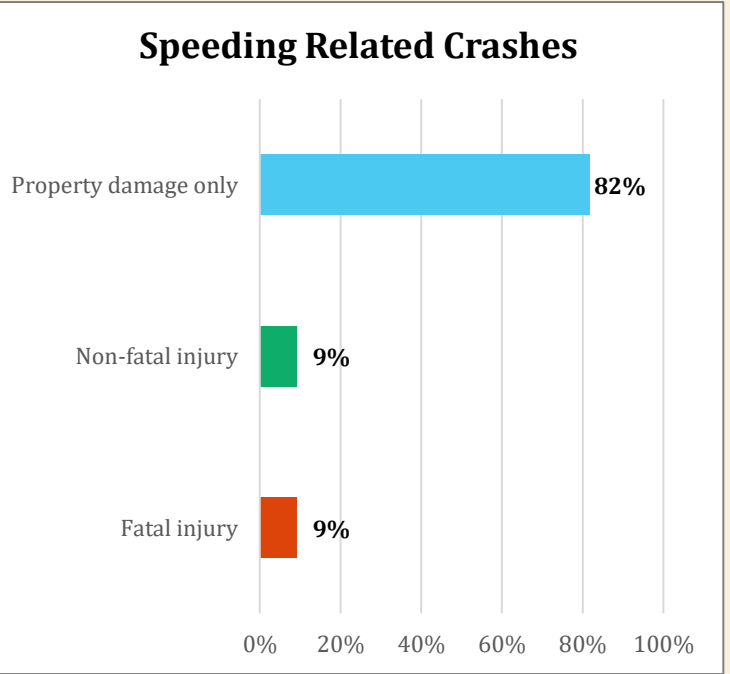
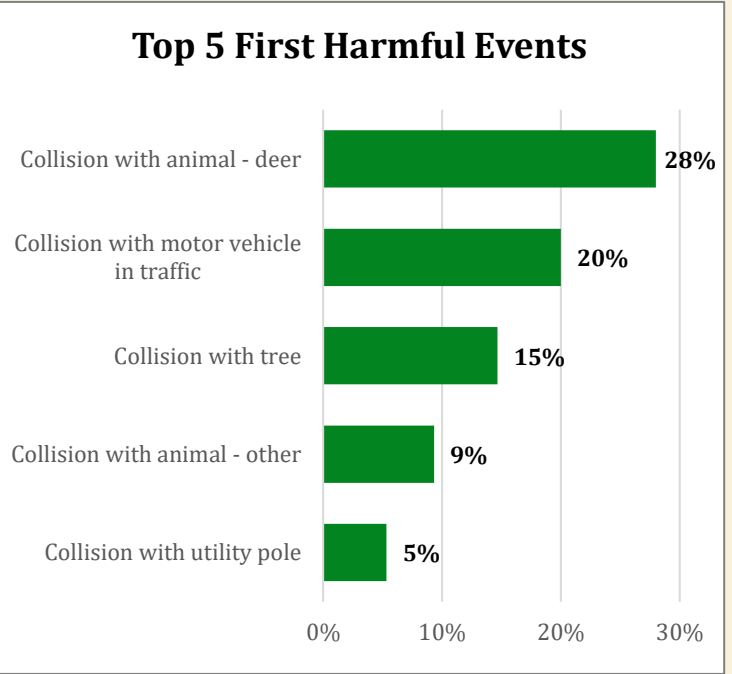
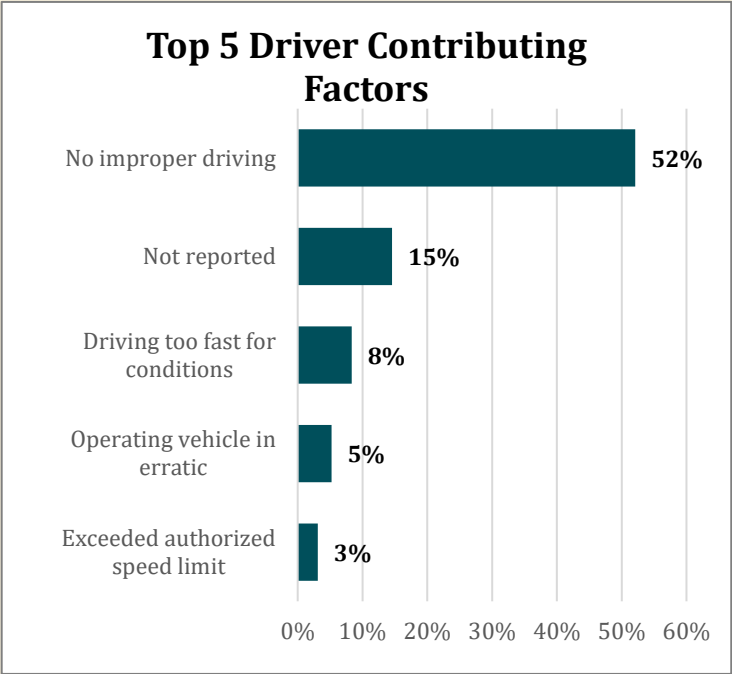
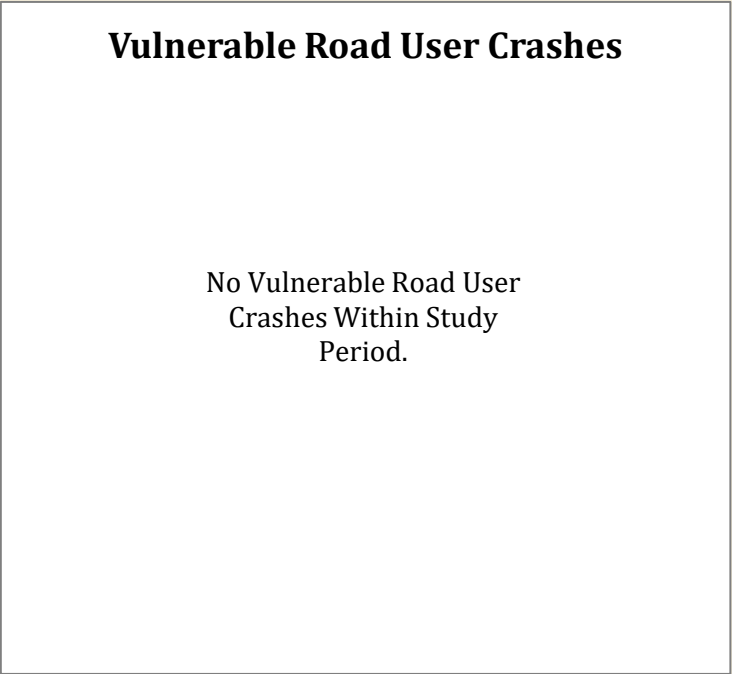
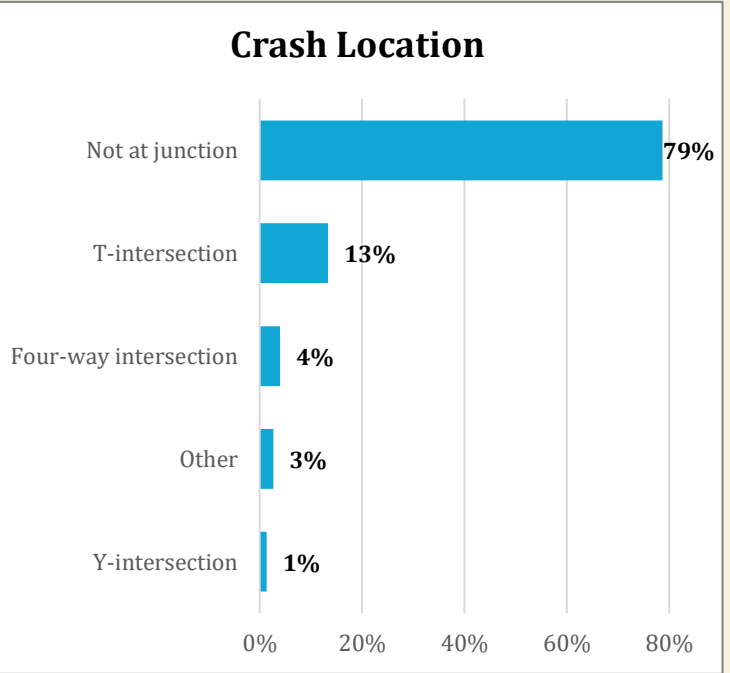
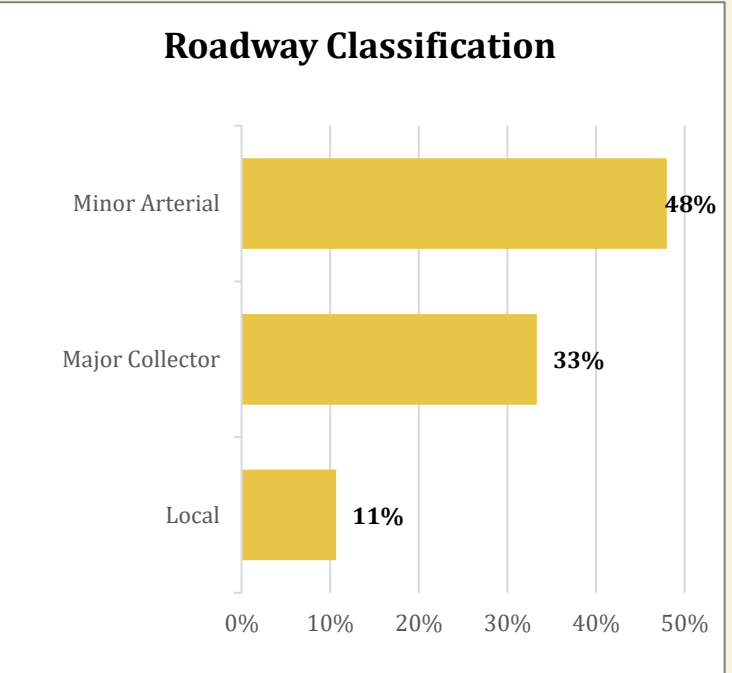
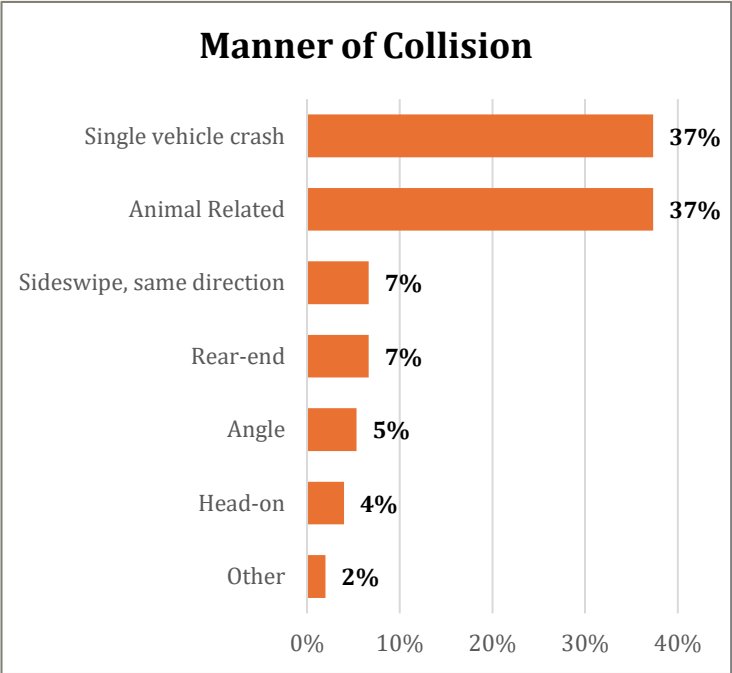
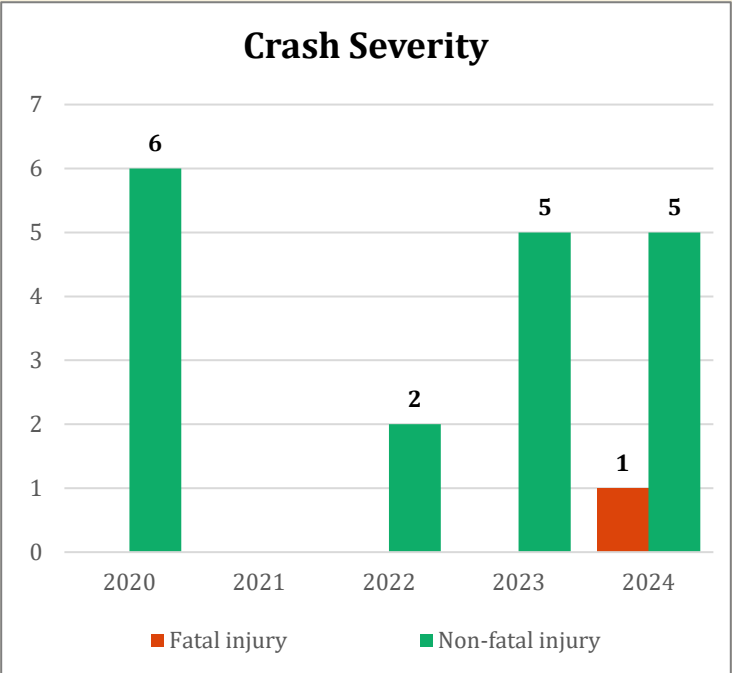
CITY/TOWN NAME: PELHAM

Crash Statistics Over a Five-Year Period (2020–2024)



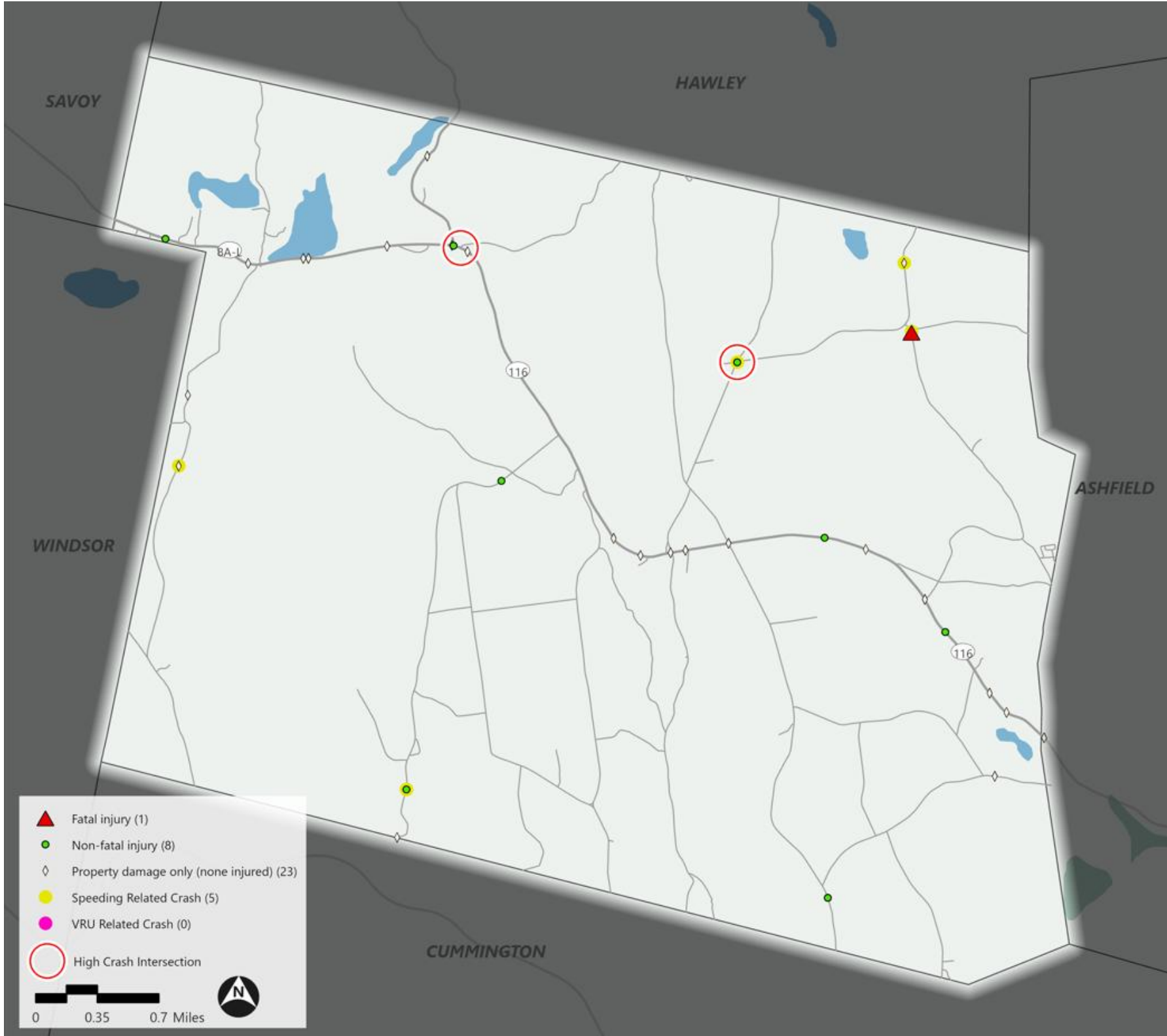
2020-24	2021-9	2022-13	2023-11	2024-18
Overview				
- Annual Crashes/1,000 Population – 11 - Total Fatal Crashes – 1 - Total Vulnerable Road User Crashes – 0 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 28 - Total Speeding-Related Crashes – 11				
Key Trends				
25% of crashes resulted in injury. 100% of the fatal crashes were single-vehicle crashes. 48% of crashes happened on minor arterials. 37% of crashes were single-vehicle crashes. 37% of crashes were animal-related crashes. 47% of crashes occurred in dark-roadway not lighted. 67% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Pelham Hollow Road, Amherst Road, and Daniel Shays Highway	9	39	
2.	Shutesbury Road and Daniel Shays Highway	3	12	
3.	Harkness Road and Amherst Road	1	10	
4.	Arnold Road and Amherst Road	1	10	

CITY/TOWN NAME: PELHAM
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: PLAINFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



2020-0	2021-4	2022-7	2023-13	2024-9
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Overview

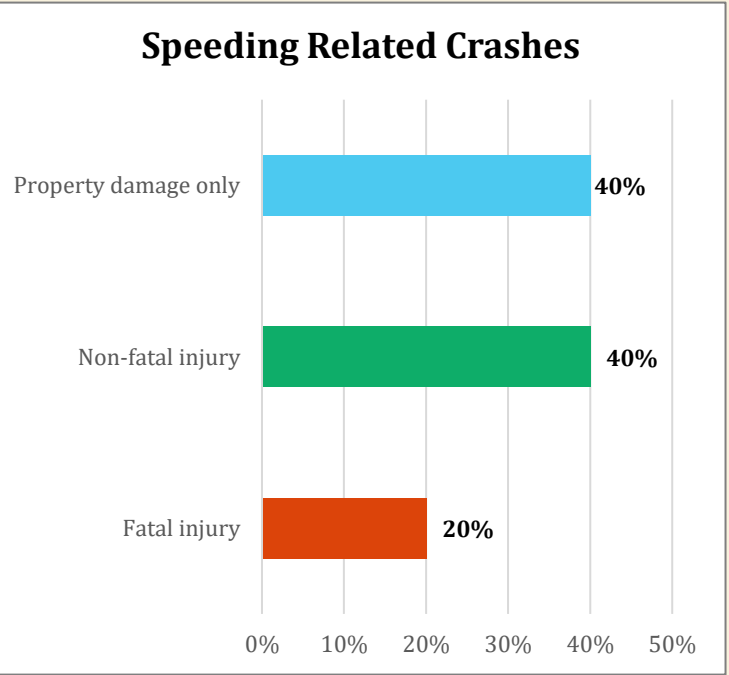
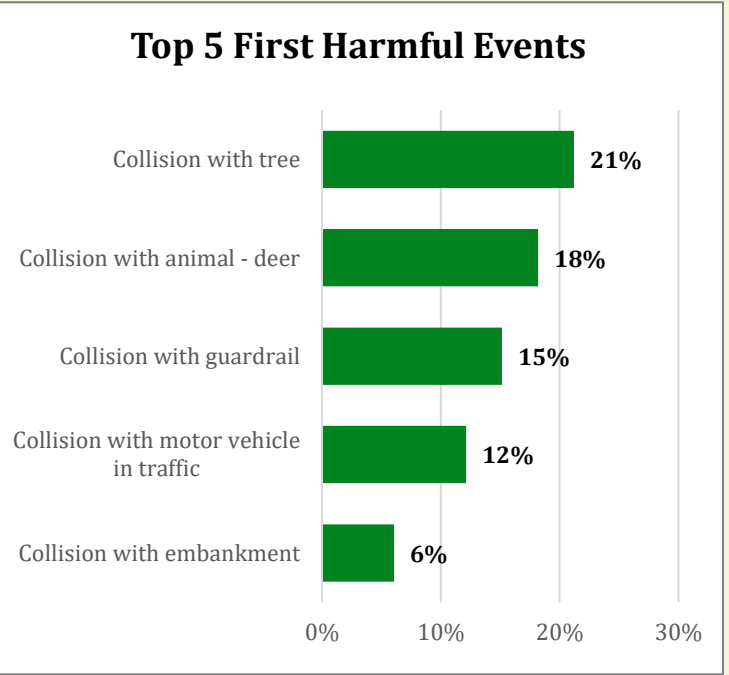
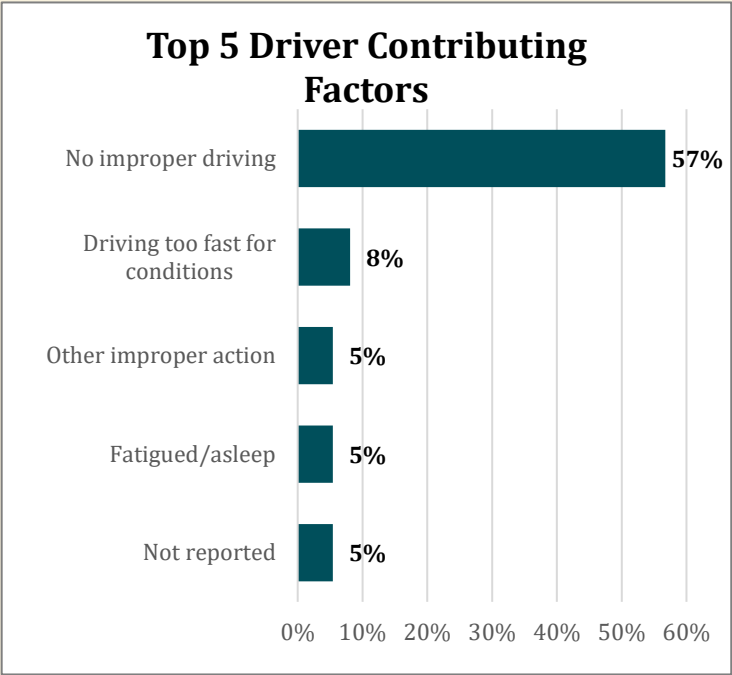
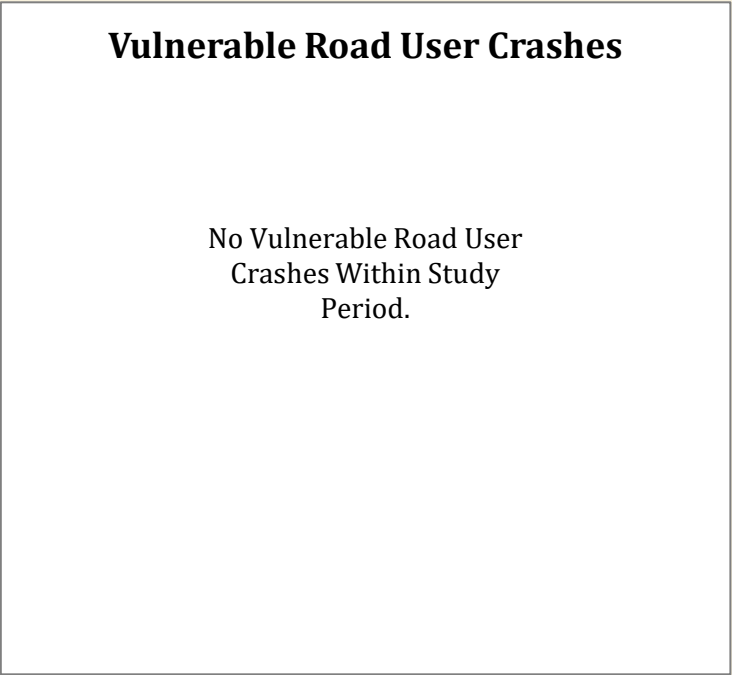
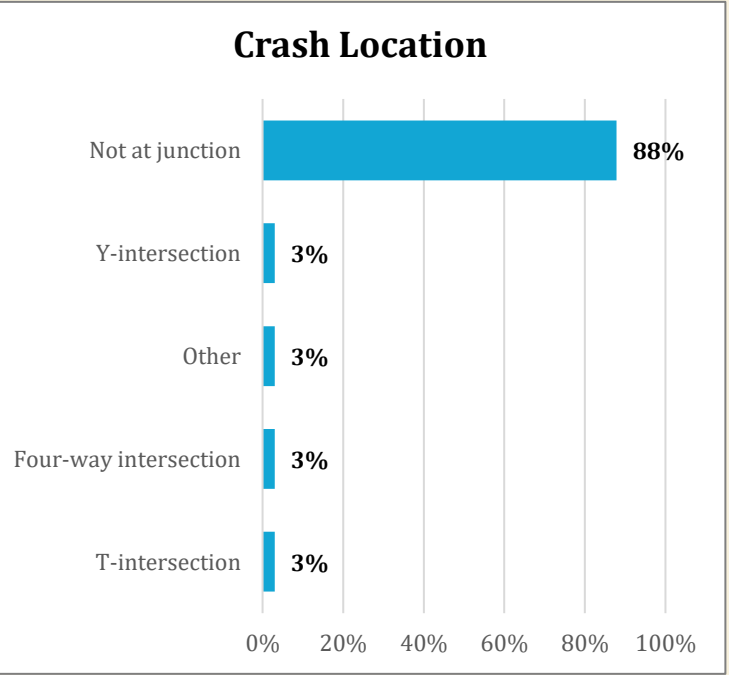
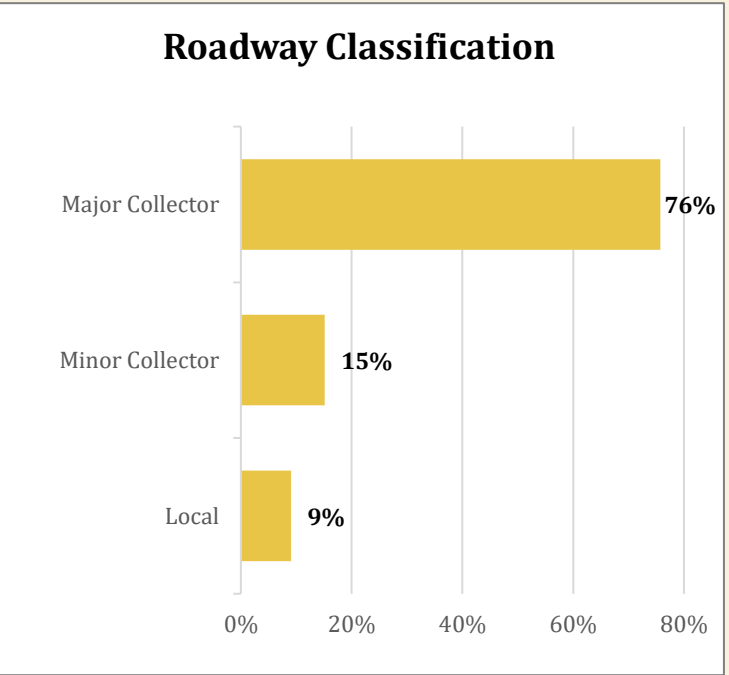
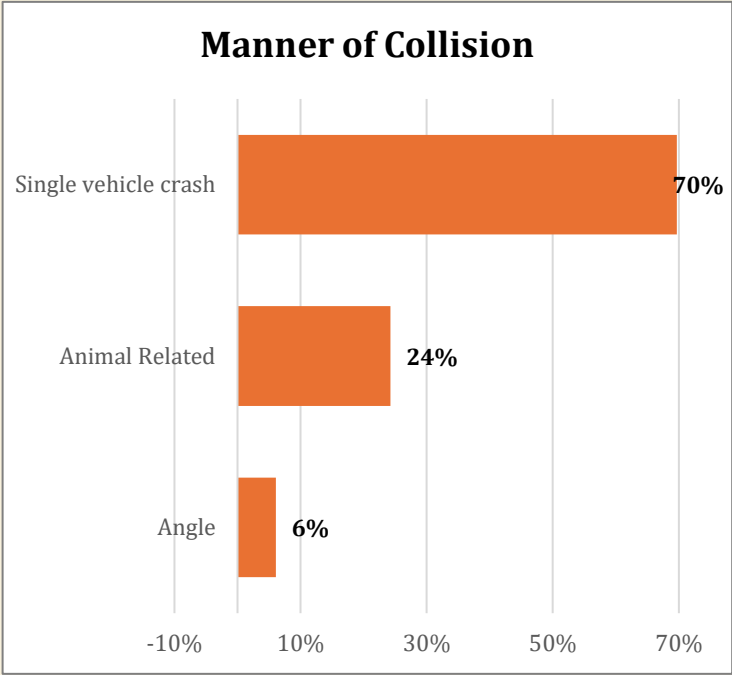
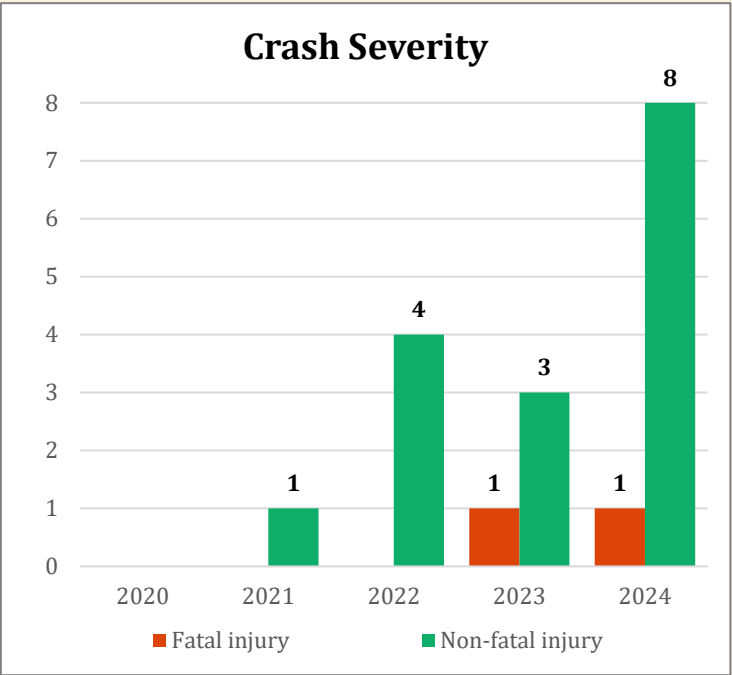
- Annual Crashes/1,000 Population – 13
- Total Fatal Crashes – 1
- Total Vulnerable Road User Crashes – 0
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 23
- Total Speeding-Related Crashes – 5

Key Trends

- 27% of crashes resulted in injury.
- 100% of the fatal crashes were single-vehicle crashes.
- 76% of crashes happened on major collectors.
- 70% of crashes were single-vehicle crashes.
- 45% of crashes occurred in daylight.
- 64% of crashes occurred on dry surface conditions.

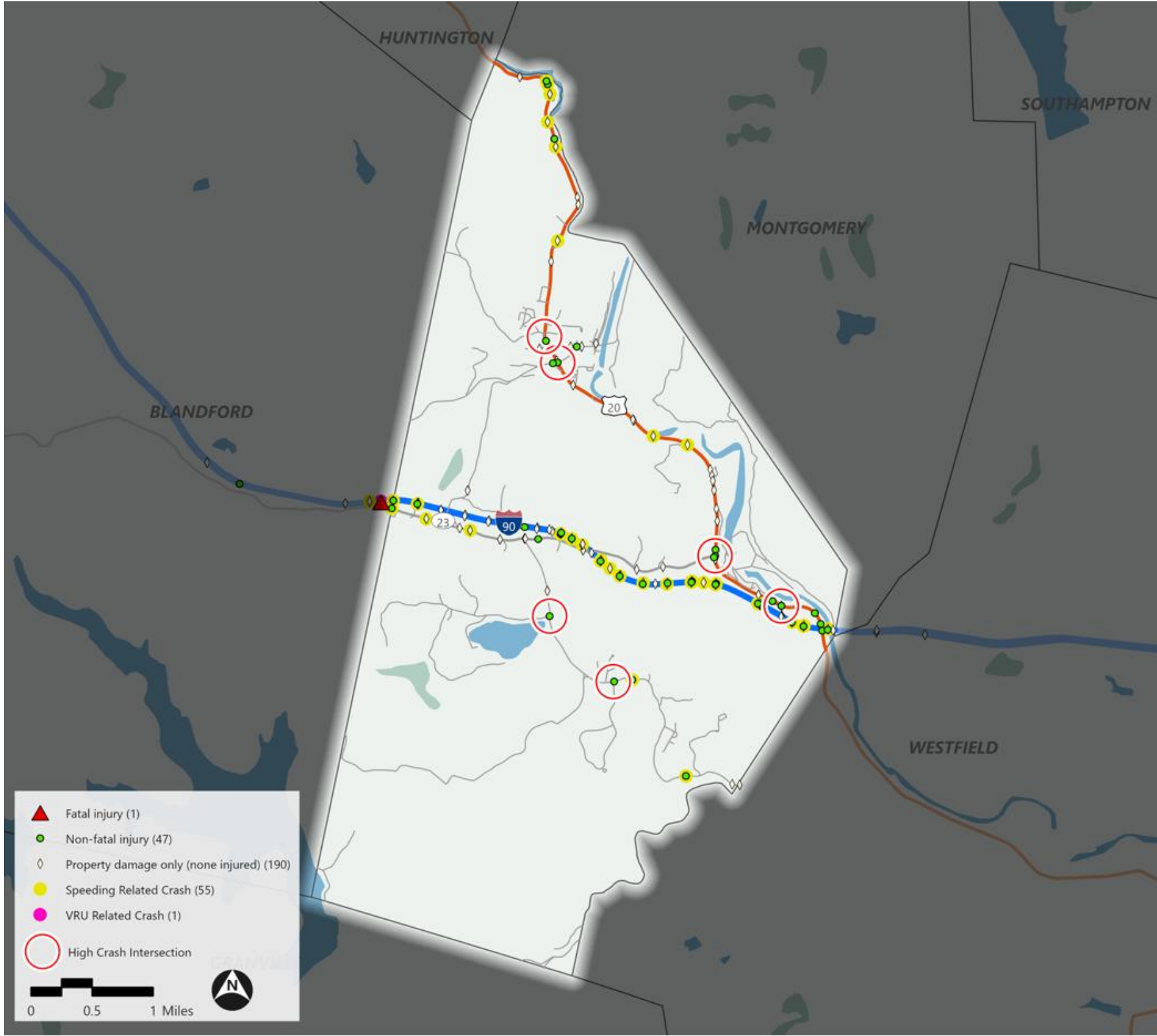
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Hawley Street and West Main Street	2	33
2.	Warner Hill Road, North Street and North Union Street	1	32

CITY/TOWN NAME: PLAINFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: RUSSELL

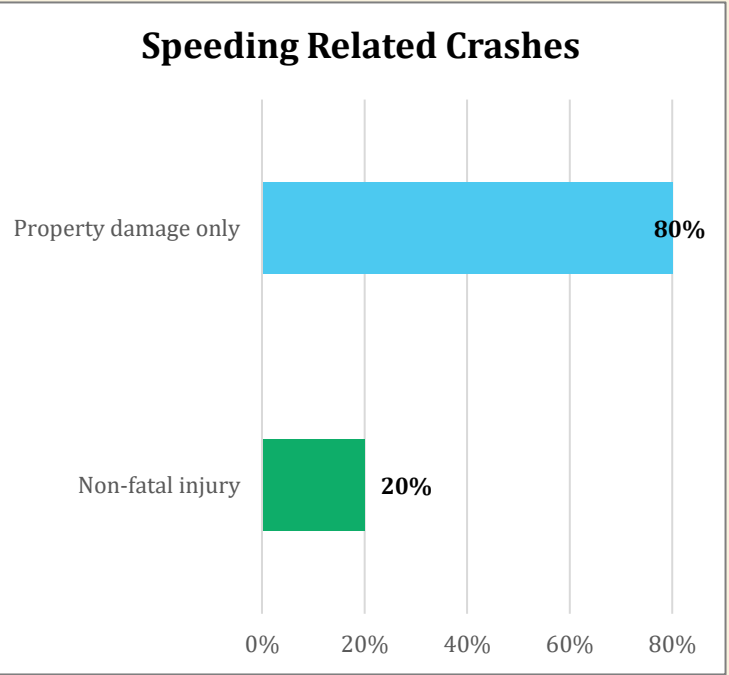
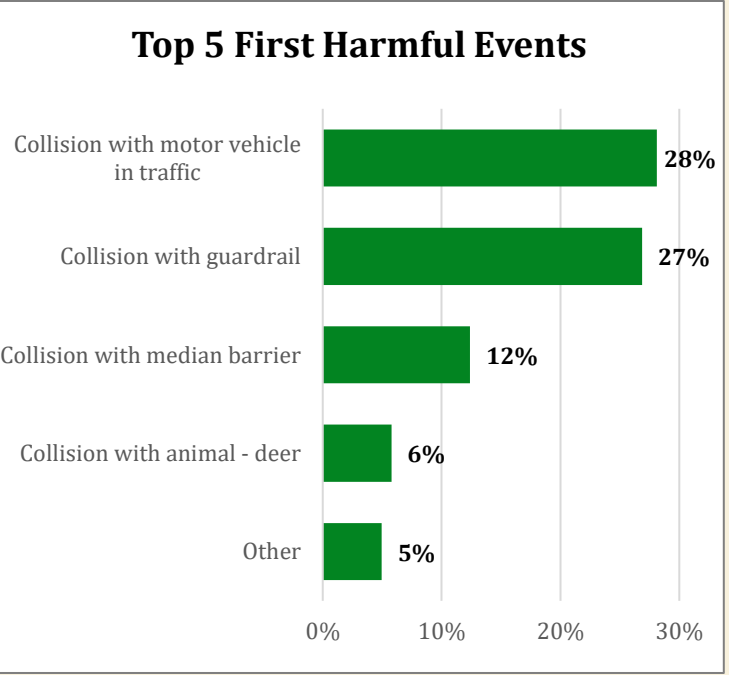
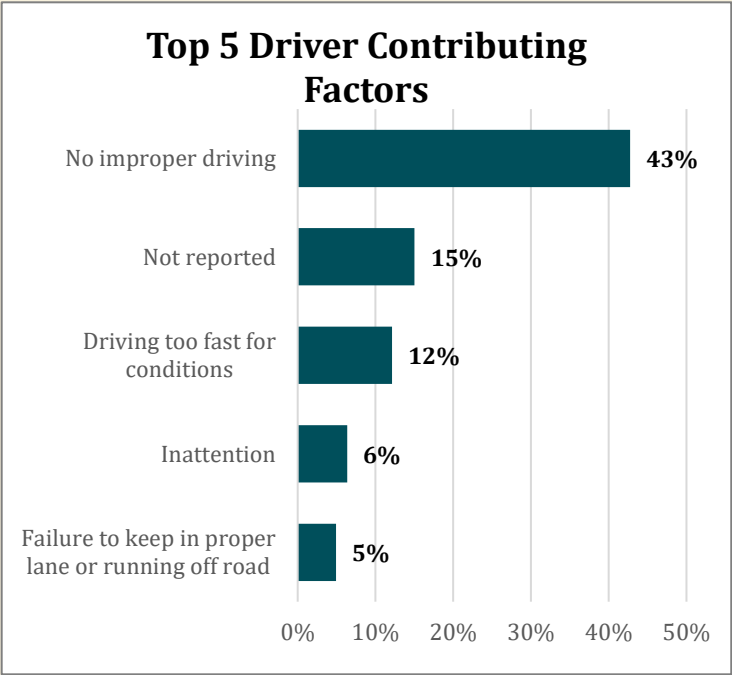
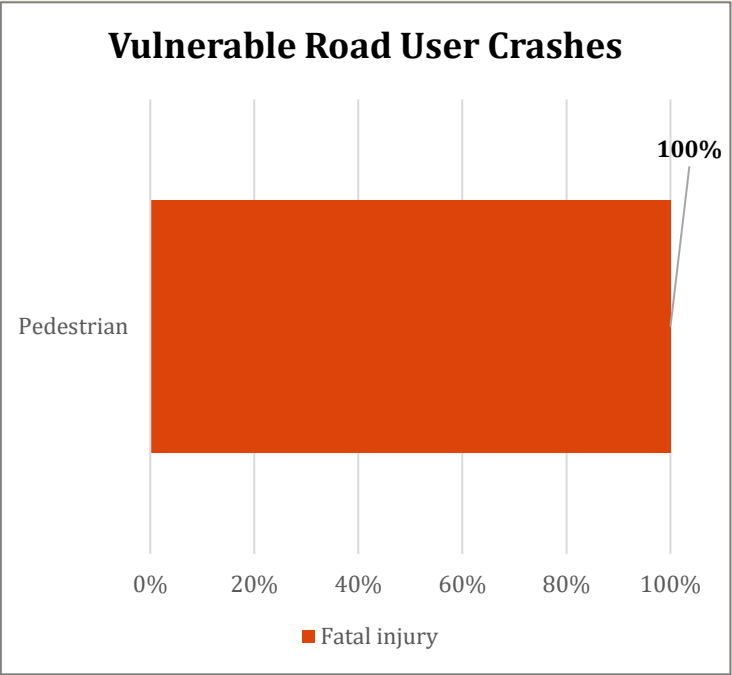
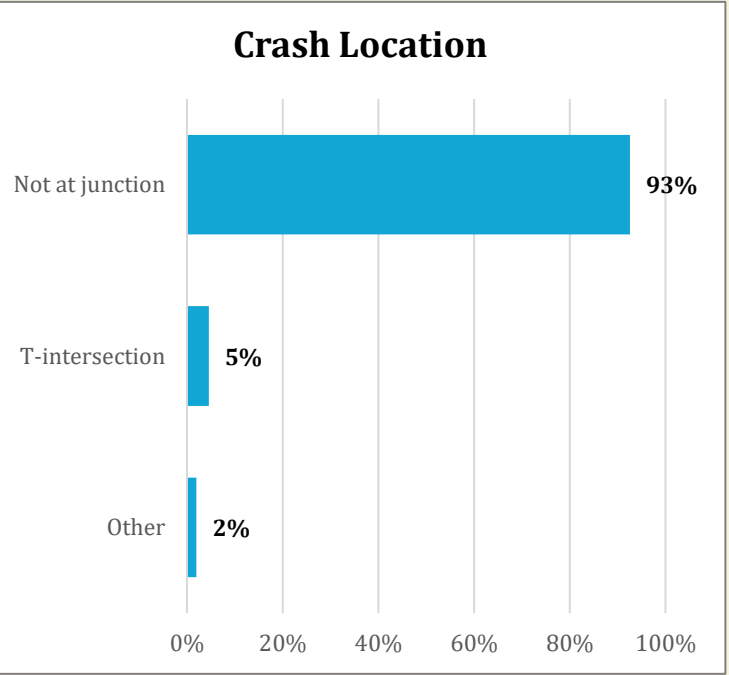
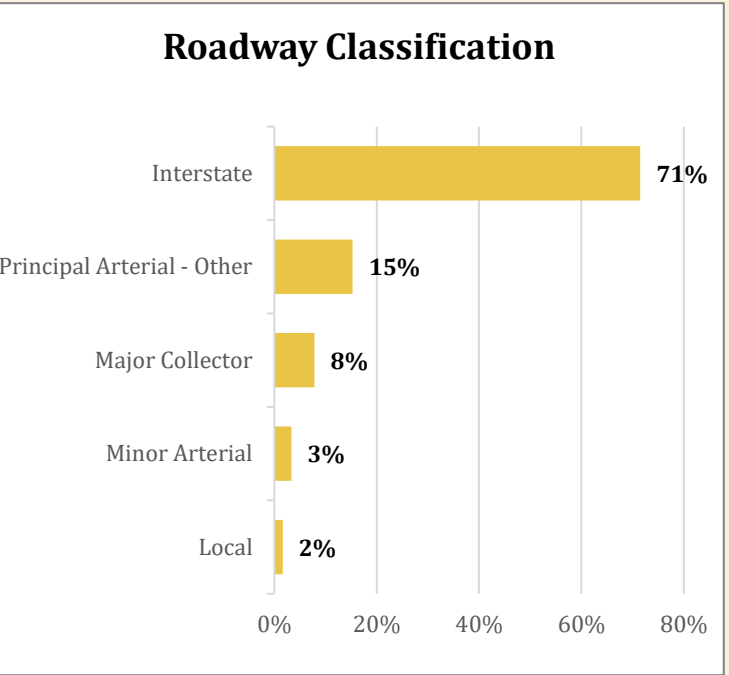
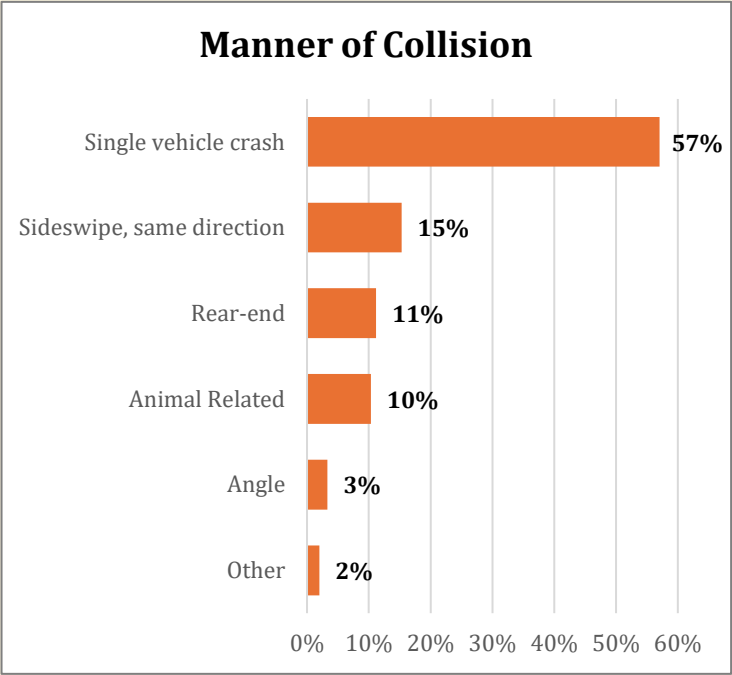
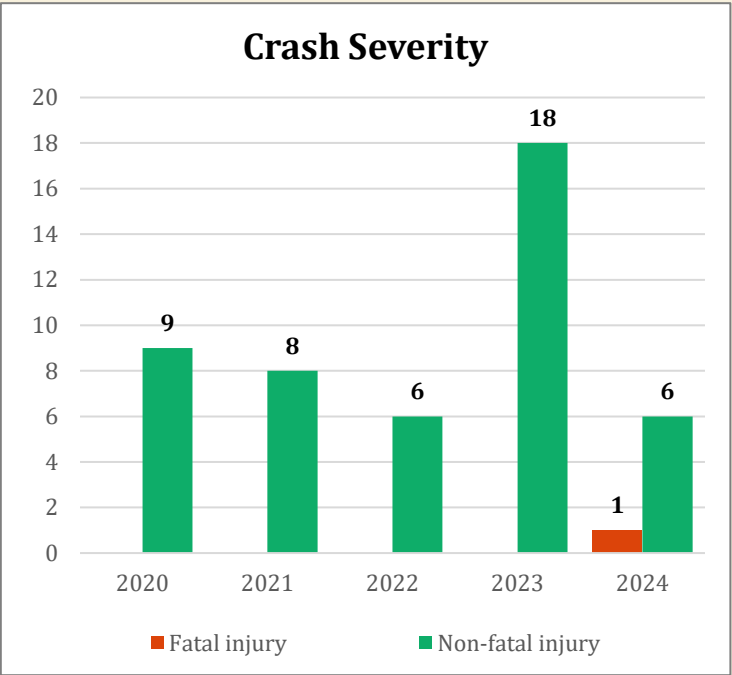
Crash Statistics Over a Five-Year Period (2020–2024)



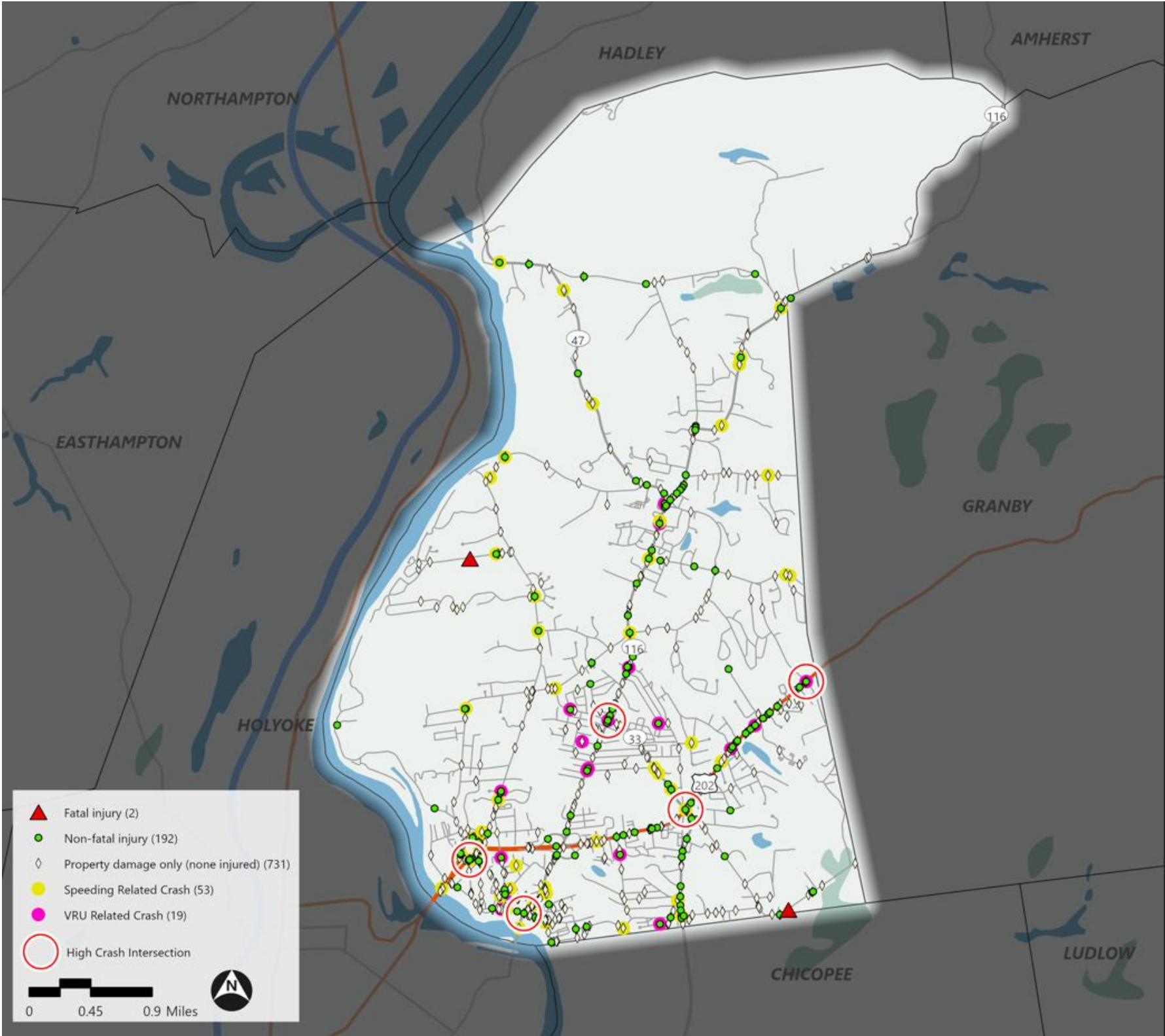
2020–31	2021–46	2022–44	2023–64	2024–57
Overview				
- Annual Crashes/1,000 Population – 30 - Total Fatal Crashes – 1 - Total Vulnerable Road User Crashes – 1 - Total Vulnerable Road User Fatalities – 1 - Total Single-Vehicle Crashes – 138 - Total Speeding-Related Crashes – 55				
Key Trends				
20% of crashes resulted in injury. 100% of the fatal crashes were pedestrian crashes. 71% of crashes happened on interstates. 57% of crashes were single-vehicle crashes. 64% of crashes occurred in daylight. 56% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Blandford Road and Westfield Road	8	70	
2.	Blandford Stage Road and Westfield Road	3	65	
3.	Woronoco Road and Westfield Road	2	33	
4.	Birch Hill Road and General Knox Road	1	32	
5.	Woodland Way and General Knox Road	1	32	
6.	Pine Hill Road and Huntington Road	1	32	

CITY/TOWN NAME: RUSSELL

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: SOUTH HADLEY
Crash Statistics Over a Five-Year Period (2020–2024)



2020–101	2021–176	2022–253	2023–195	2024–257
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Overview

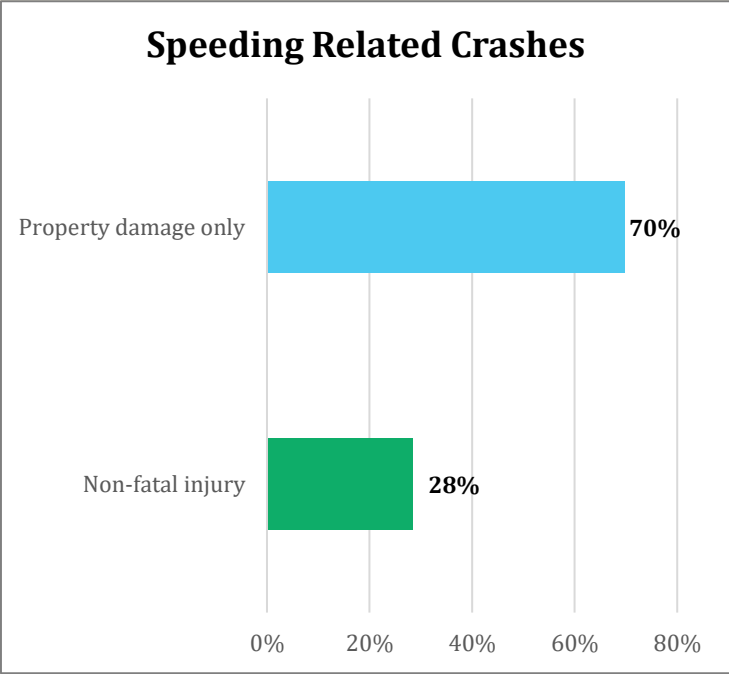
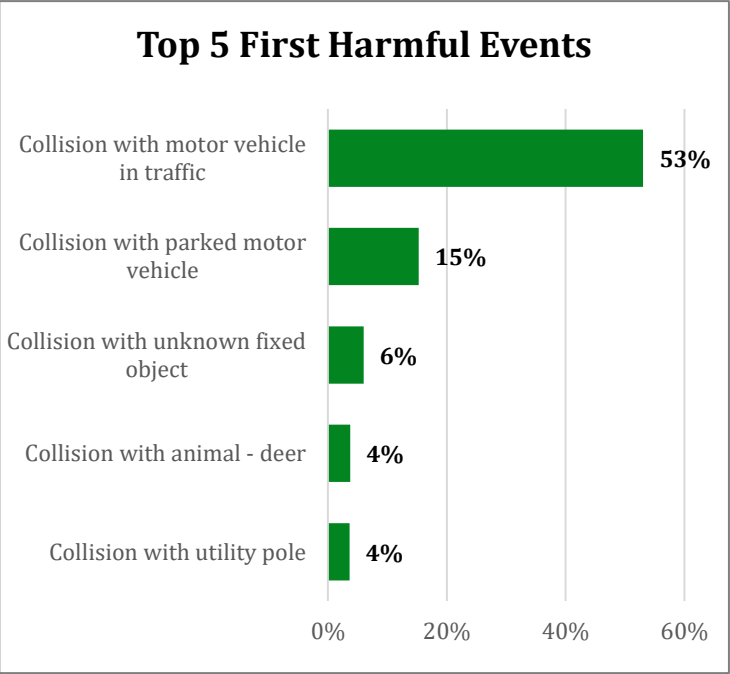
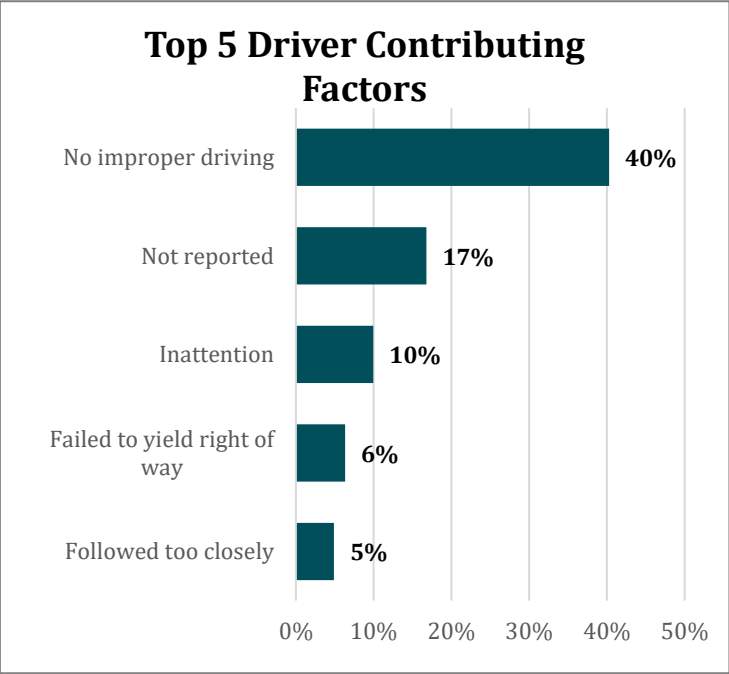
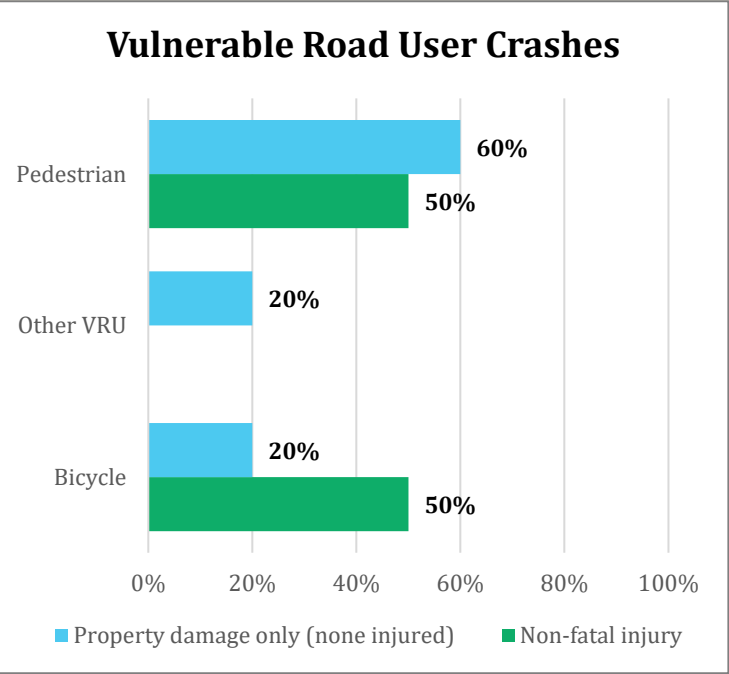
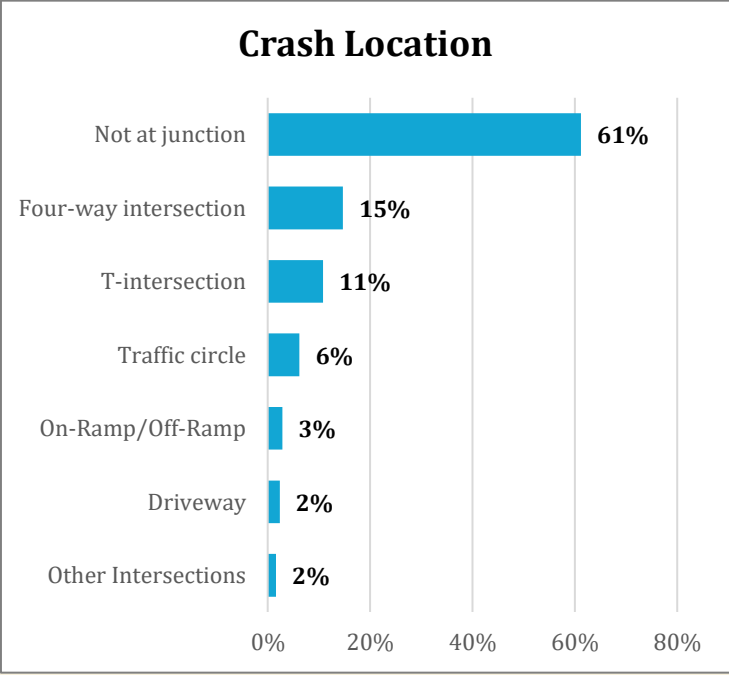
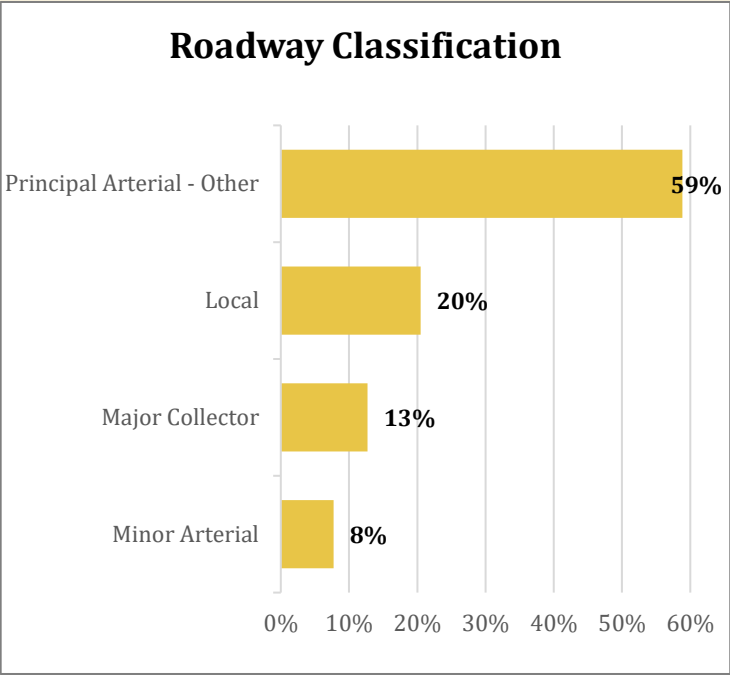
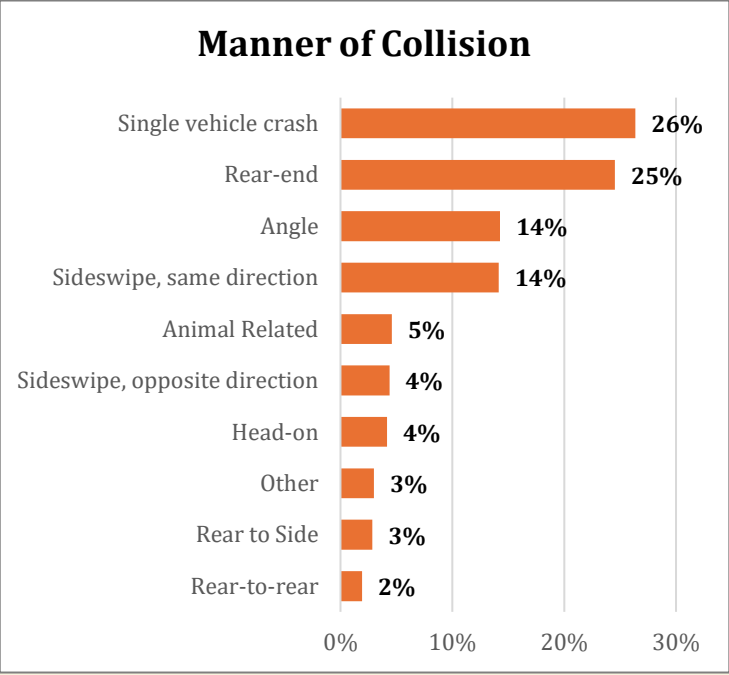
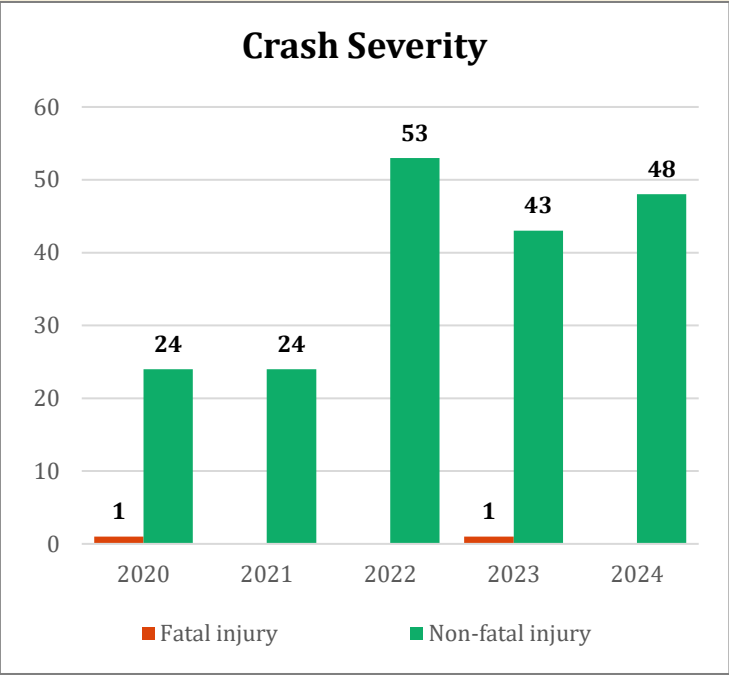
- Annual Crashes/1,000 Population – 11
- Total Fatal Crashes – 2
- Total Vulnerable Road User Crashes – 19
- Total Vulnerable Road User Fatalities - 0
- Total Single-Vehicle Crashes – 259
- Total Speeding-Related Crashes – 53

Key Trends

- 20% of crashes resulted in injury.
- 50% of the fatal crashes were sideswiped, opposite direction.
- 50% of the fatal crashes were single-vehicle crashes.
- 59% of crashes happened on principal arterials.
- 26% of crashes were single-vehicle crashes.
- 69% of crashes occurred in daylight.
- 77% of crashes occurred on dry surface conditions.

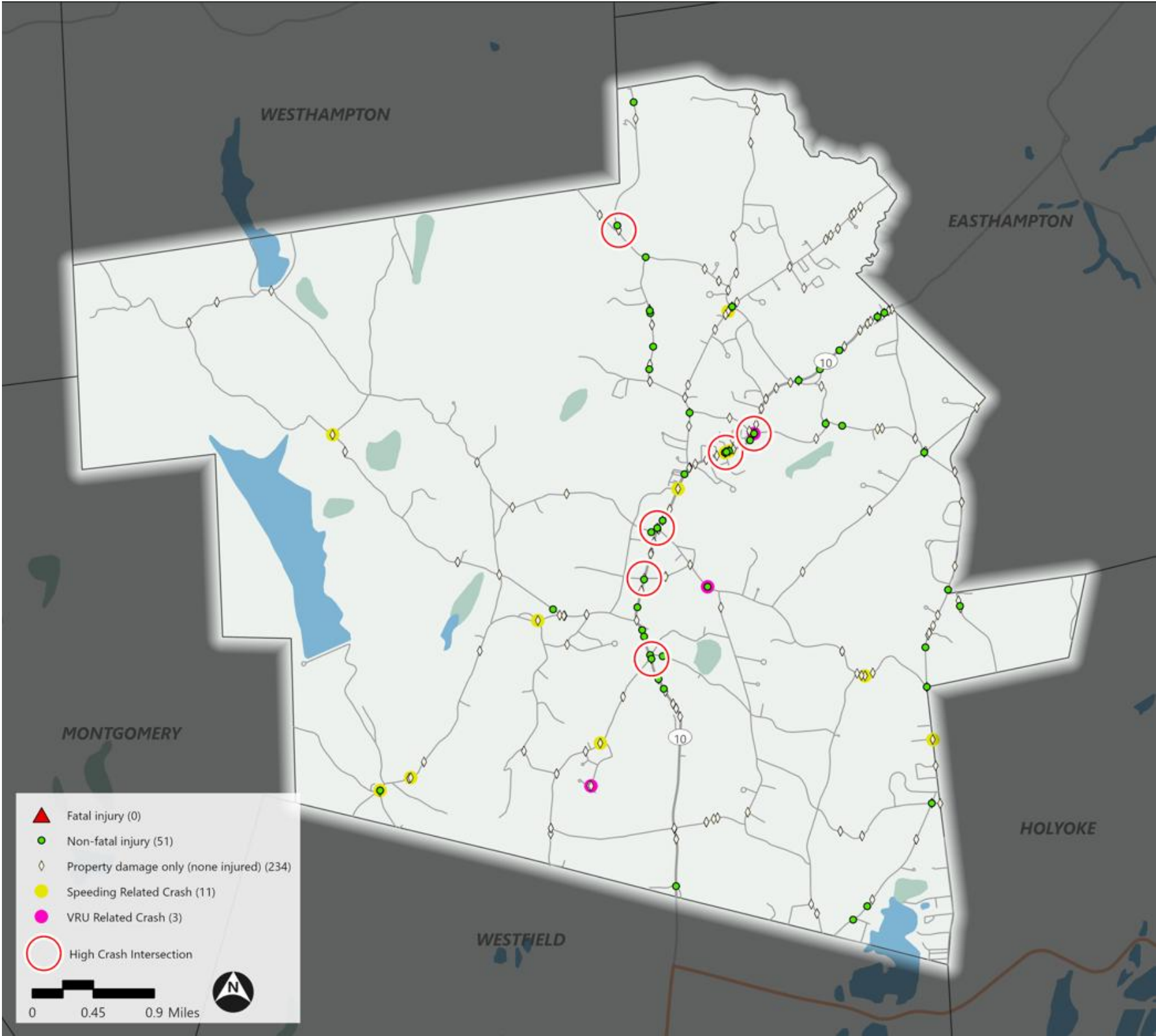
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Lyman Street and Newton Street	23	240
2.	Main Street and Bridge Street	22	226
3.	Lyman Street, Willimansett Street and Granby Road	54	202
4.	North Main Street and Purple Heart Drive	24	196
5.	East Street and Granby Road	15	178

CITY/TOWN NAME: SOUTH HADLEY
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: SOUTHAMPTON

Crash Statistics Over a Five-Year Period (2020–2024)



2020–47	2021–61	2022–74	2023–55	2024–56
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Overview

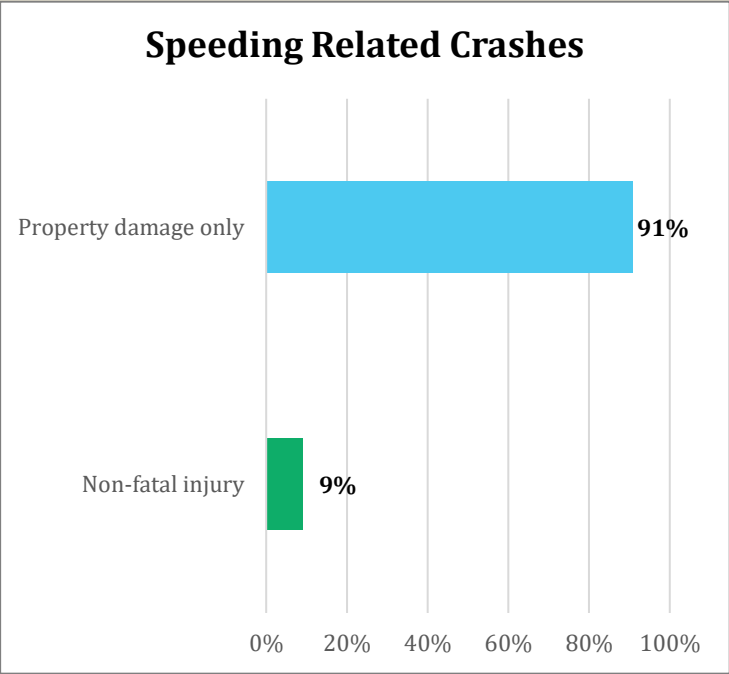
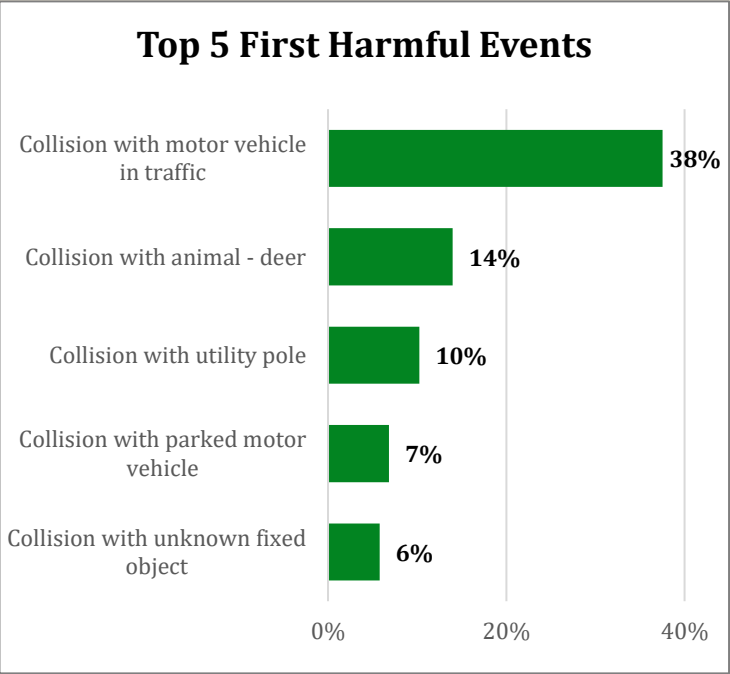
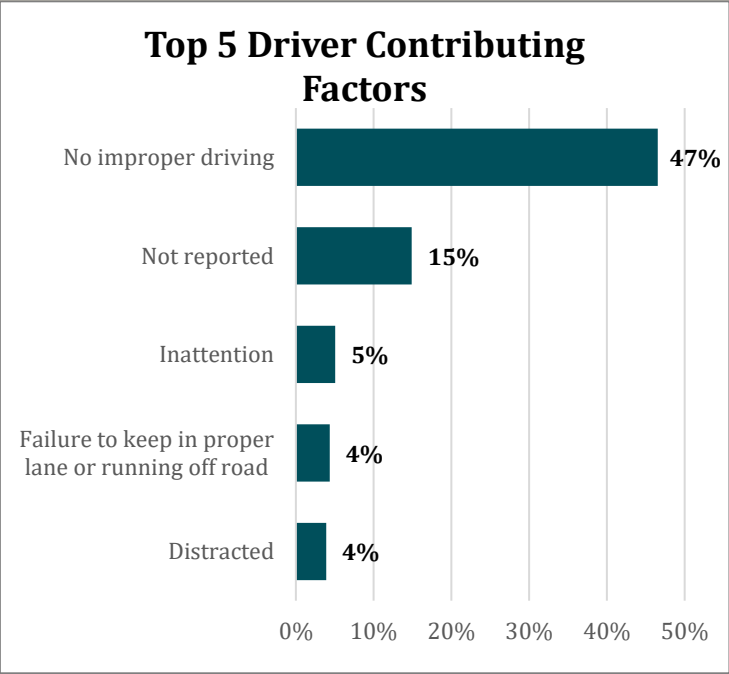
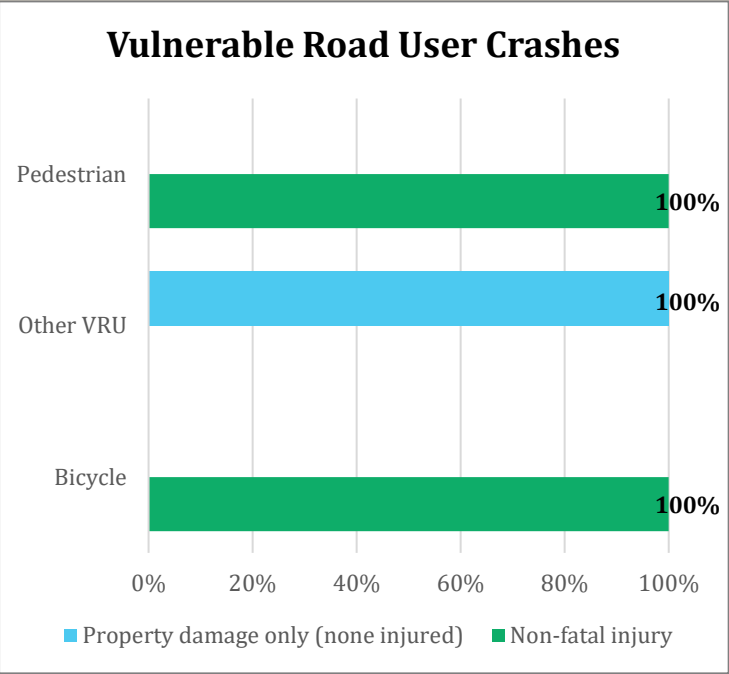
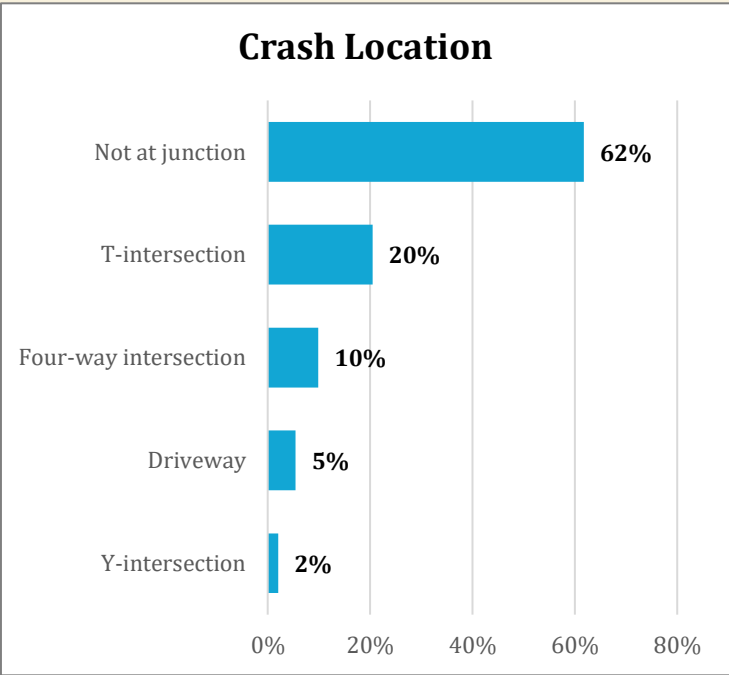
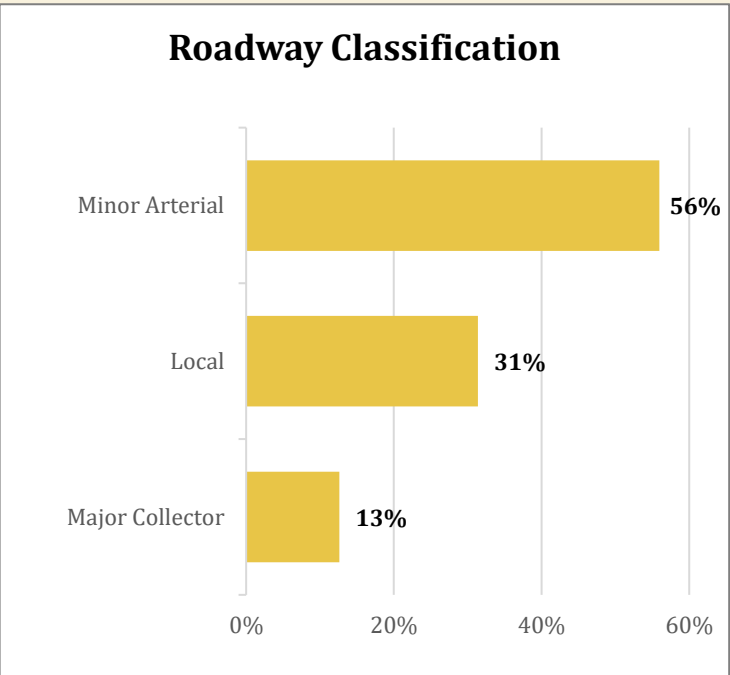
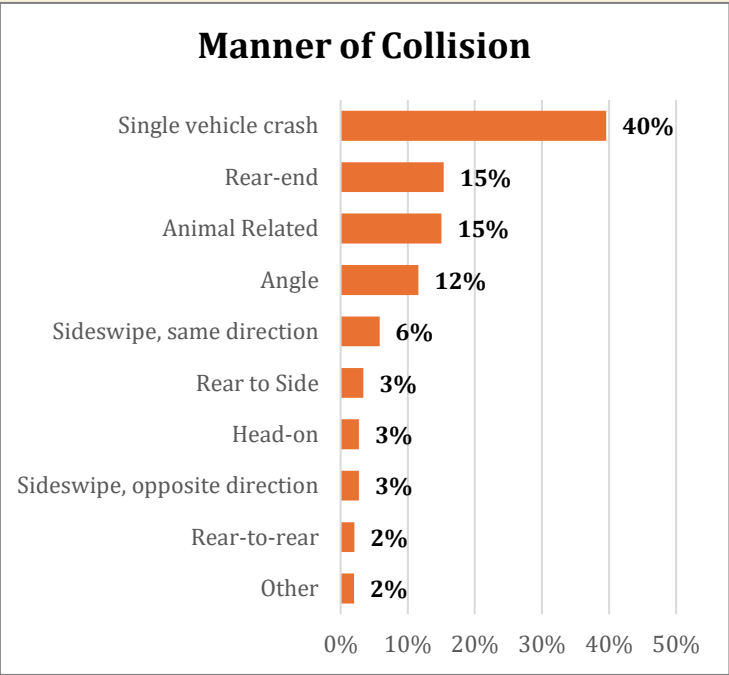
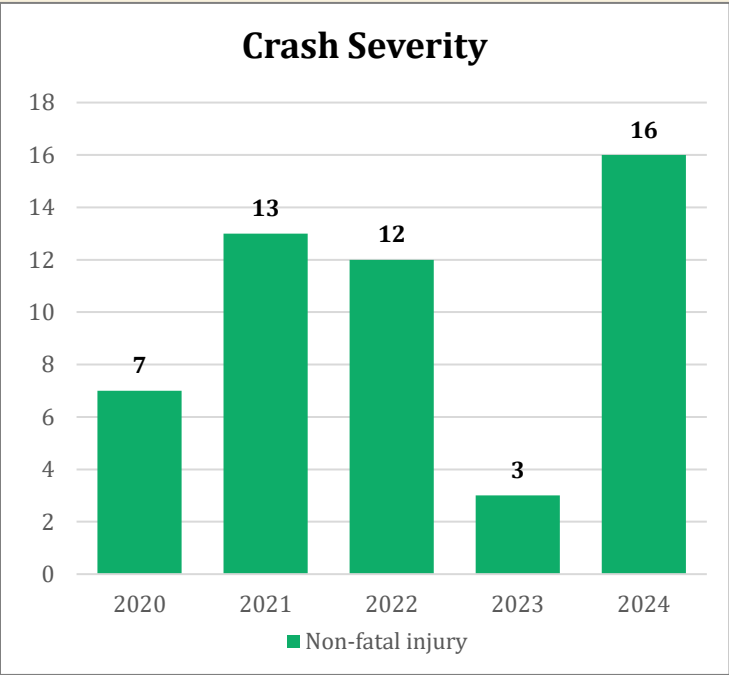
- Annual Crashes/1,000 Population – 9
- Total Fatal Crashes – 0
- Total Vulnerable Road User Crashes – 3
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 116
- Total Speeding-Related Crashes – 11

Key Trends

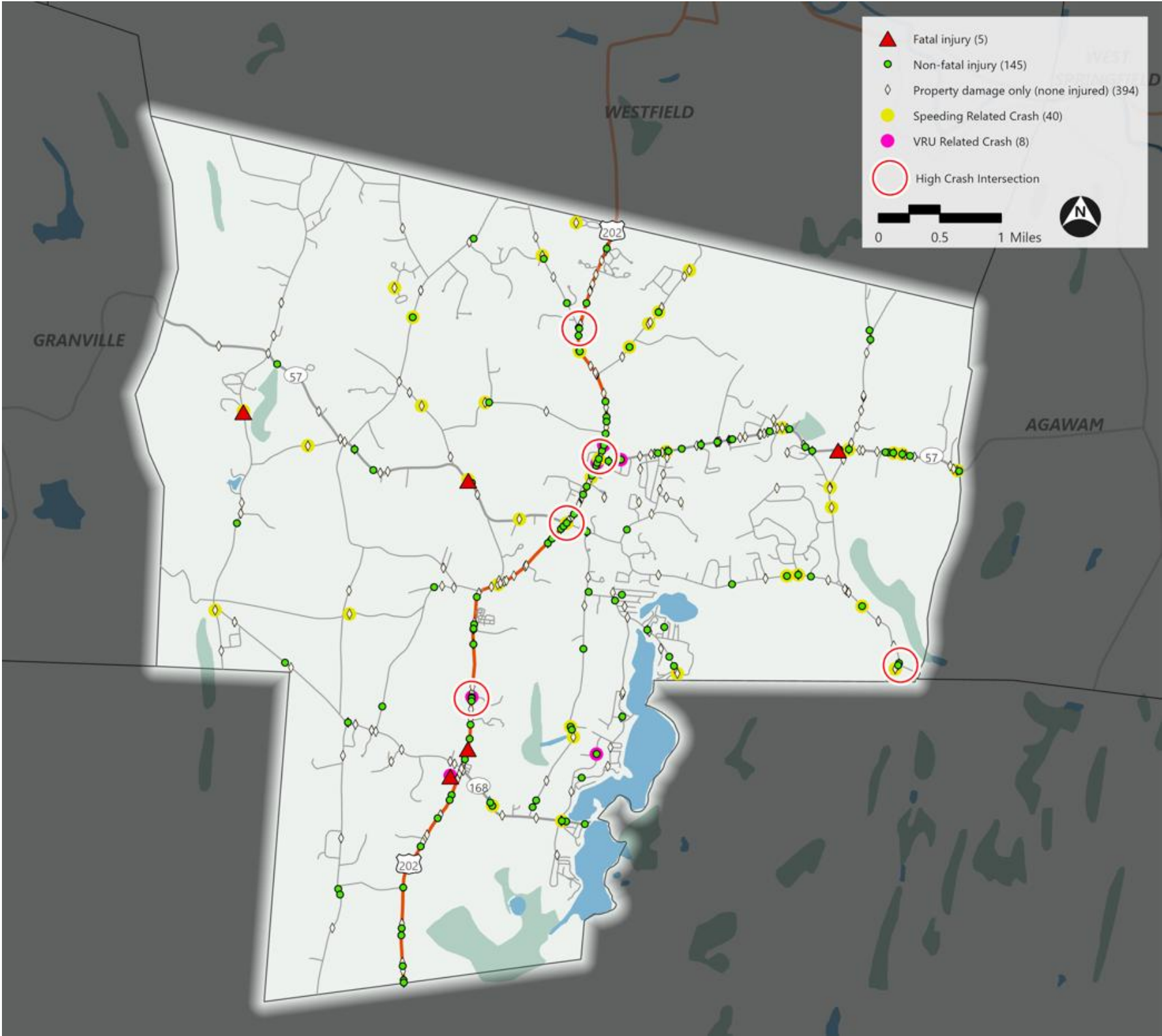
- 17% of crashes resulted in injury.
- 56% of crashes happened on minor arterials.
- 40% of crashes were single-vehicle crashes.
- 63% of crashes occurred in daylight.
- 76% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Lynn Drive, Country Gardens and College Highway	18	107
2.	Gunn Road Extension and College Highway	6	68
3.	East Street and College Highway	4	44
4.	Brickyard Road and College Highway	4	35
5.	Lead Mine Road, Cold Spring Road and Southampton Road	2	33

CITY/TOWN NAME: SOUTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: SOUTHWICK
Crash Statistics Over a Five-Year Period (2020–2024)



2020–72	2021–134	2022–112	2023–122	2024–119
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Overview

- Annual Crashes/1,000 Population – **12**
- Total Fatal Crashes – **5**
- Total Vulnerable Road User Crashes – **8**
- Total Vulnerable Road User Fatalities – **1**
- Total Single-Vehicle Crashes – **191**
- Total Speeding-Related Crashes – **40**

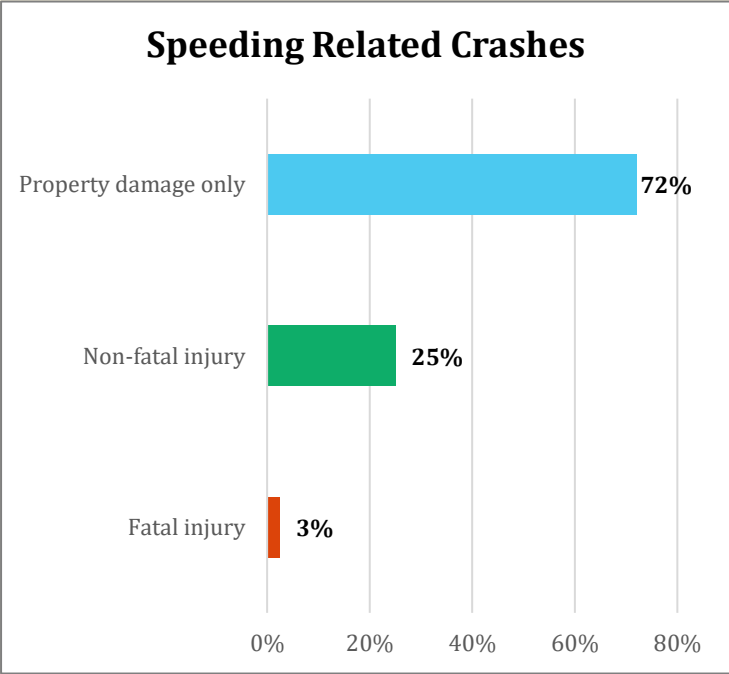
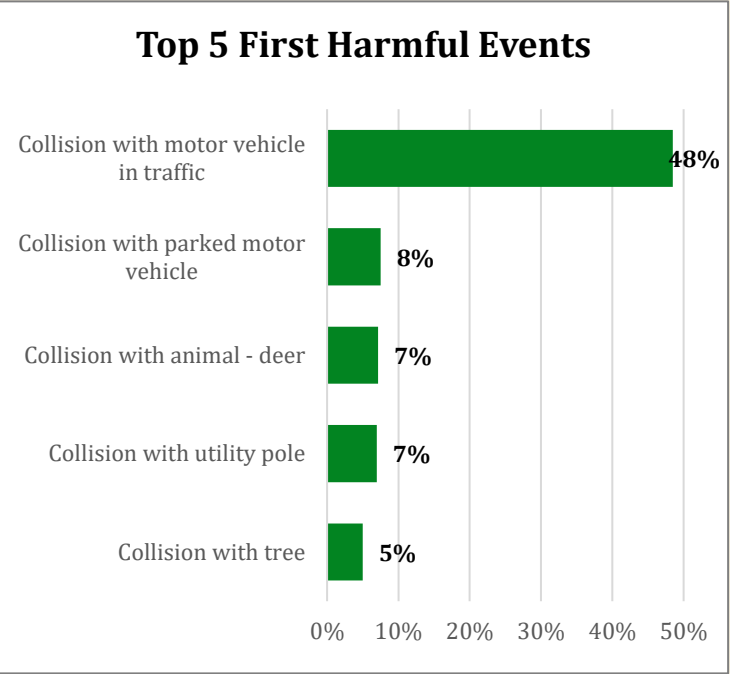
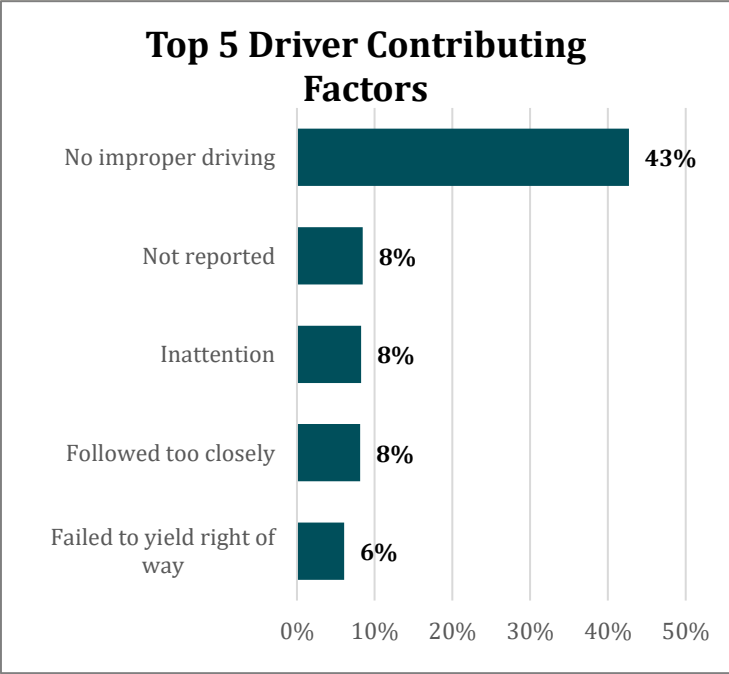
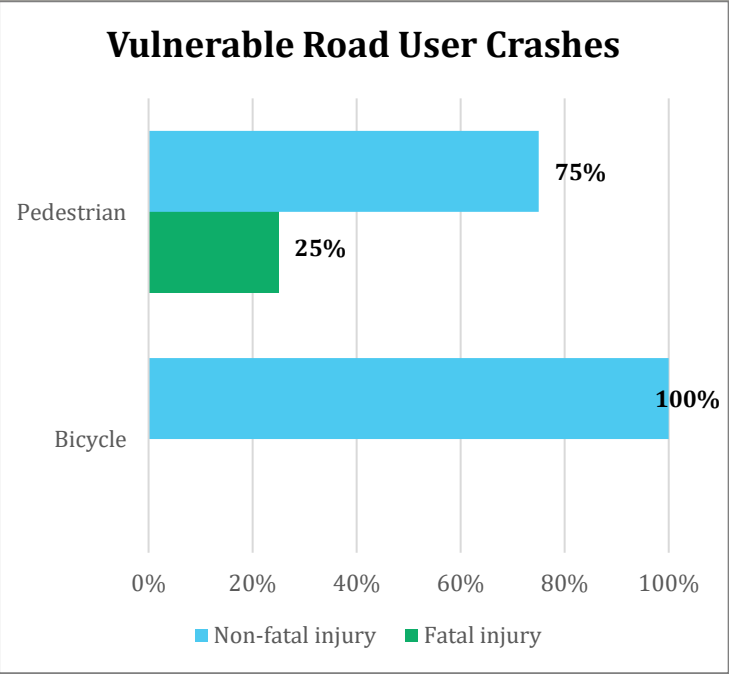
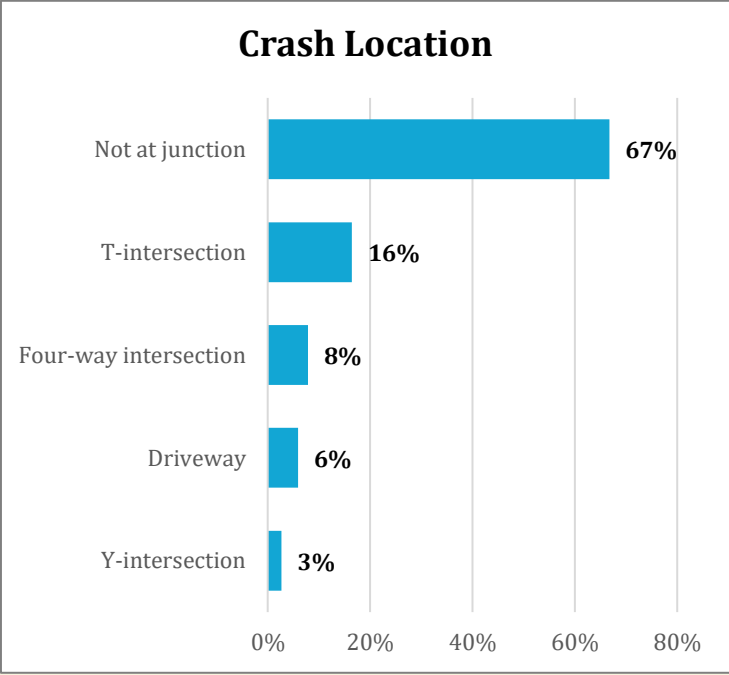
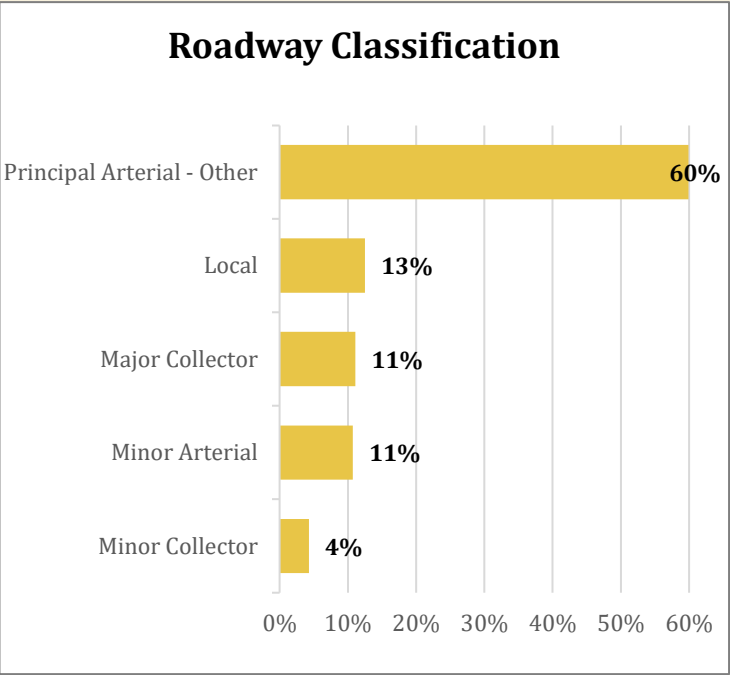
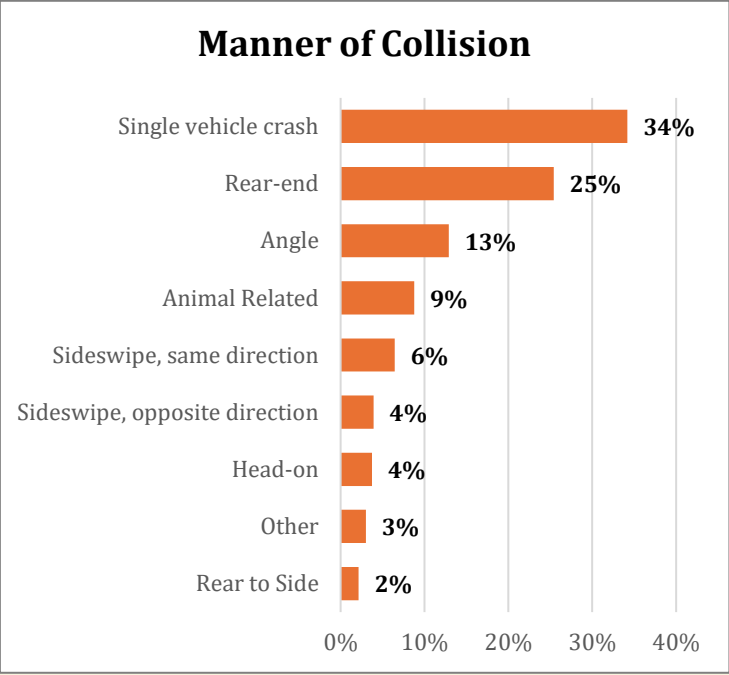
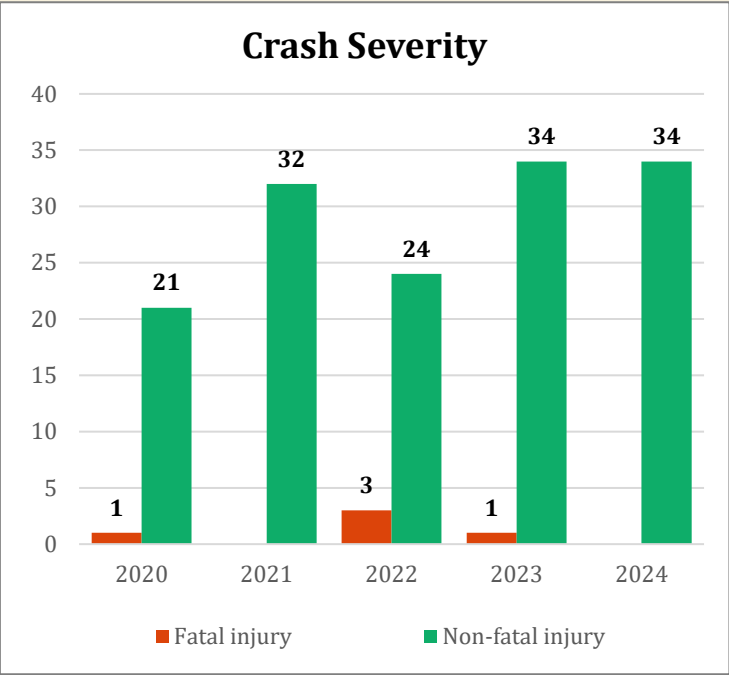
Key Trends

- **27%** of crashes resulted in injury.
- **60%** of the fatal crashes were single-vehicle crashes.
- **60%** of crashes happened on principal arterials.
- **34%** of crashes were single-vehicle crashes.
- **68%** of crashes occurred in daylight.
- **77%** of crashes occurred on dry surface conditions.

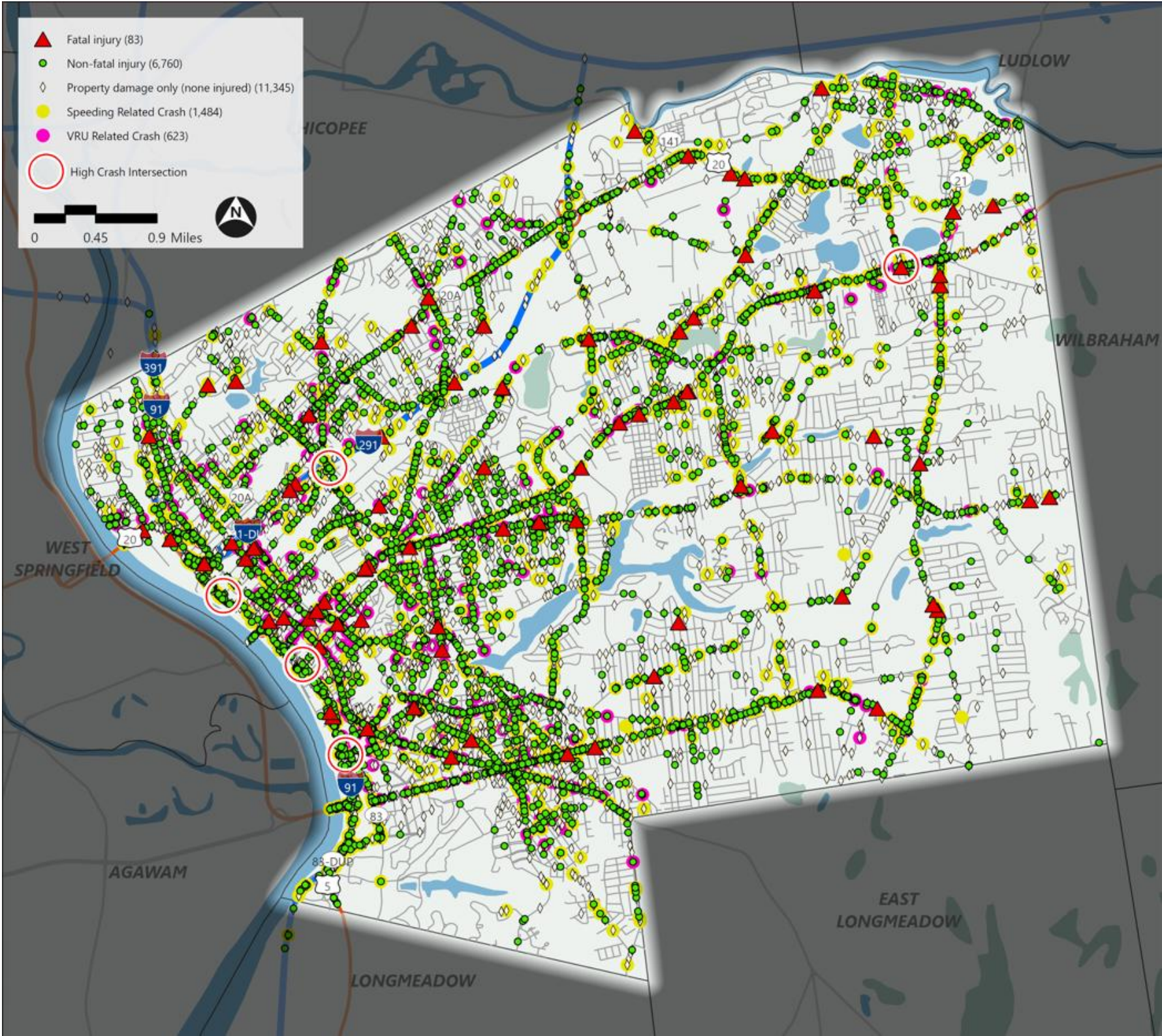
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Depot Street, Granville Road and College Highway	20	232
2.	Sunnyside Road and College Highway	16	171
3.	Feeding Hills Road and College Highway	25	136
4.	Rising Corner Road and S Longyard Rd	9	110
5.	Jered Lane and College Highway	4	97

CITY/TOWN NAME: SOUTHWICK

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: SPRINGFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



2020– 3,713	2021– 4,382	2022– 4,315	2023– 4,137	2024– 2,493
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Overview

- Annual Crashes/1,000 Population – **25**
- Total Fatal Crashes – **83**
- Total Vulnerable Road User Crashes – **623**
- Total Vulnerable Road User Fatalities – **29**
- Total Single-Vehicle Crashes – **3,251**
- Total Speeding-Related Crashes – **1,484**

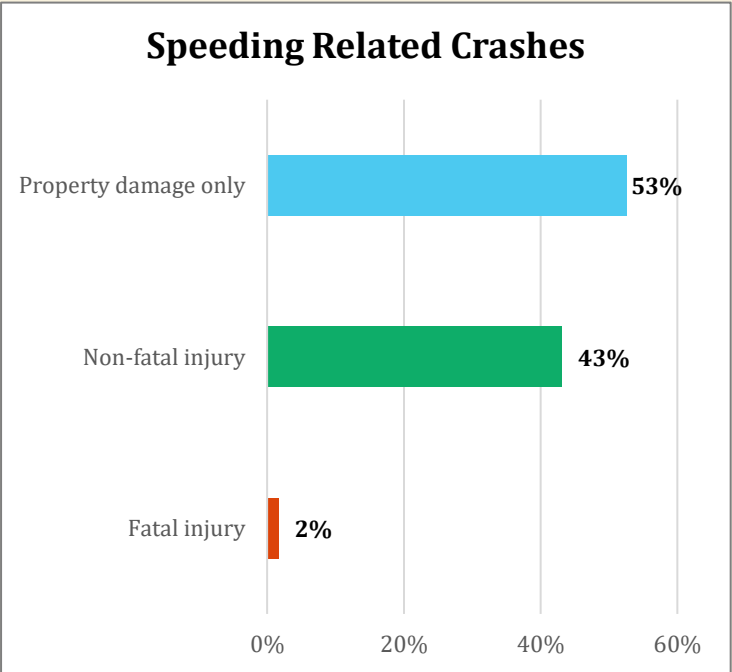
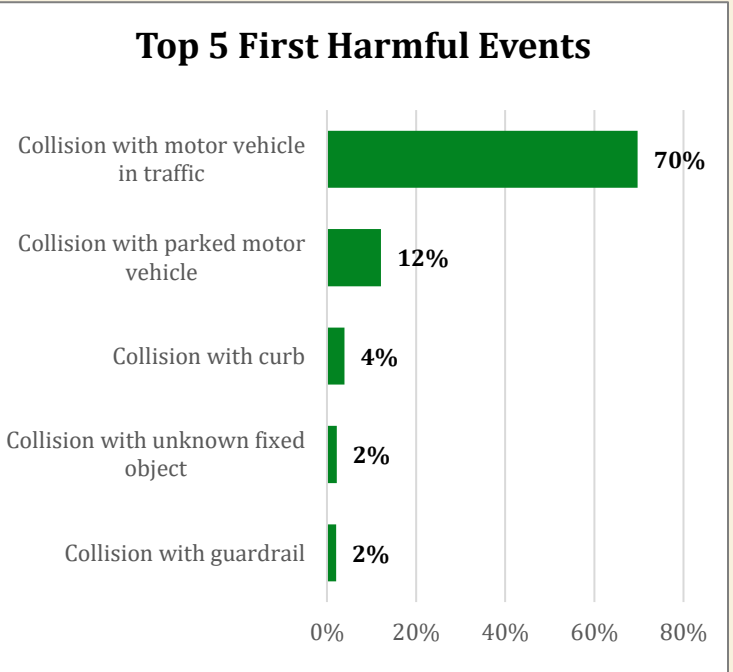
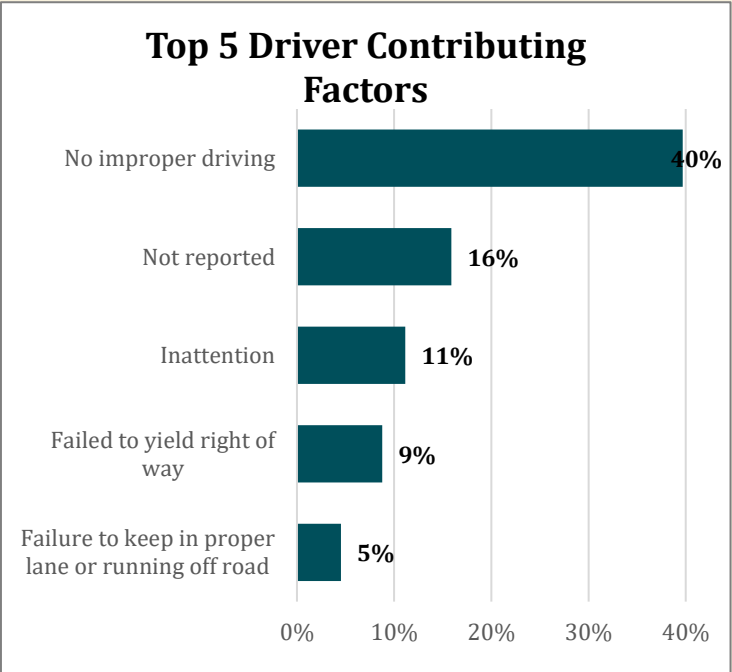
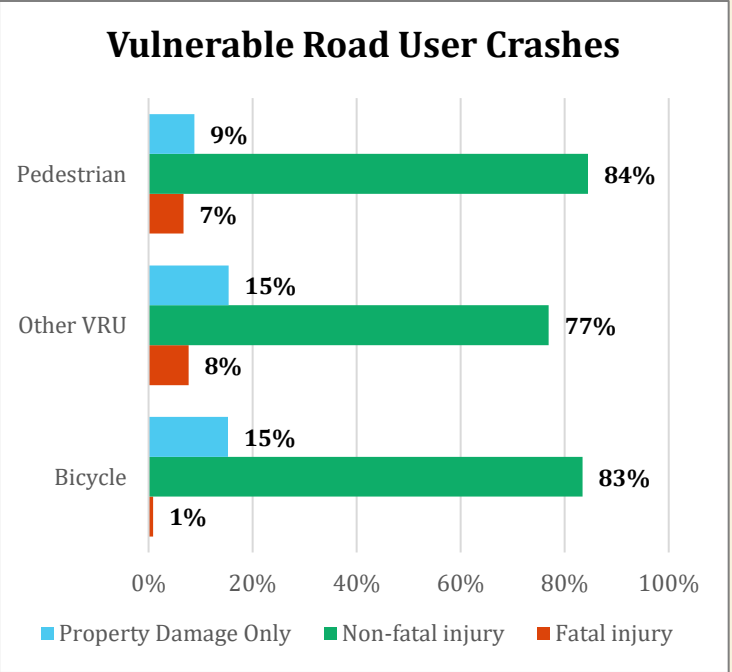
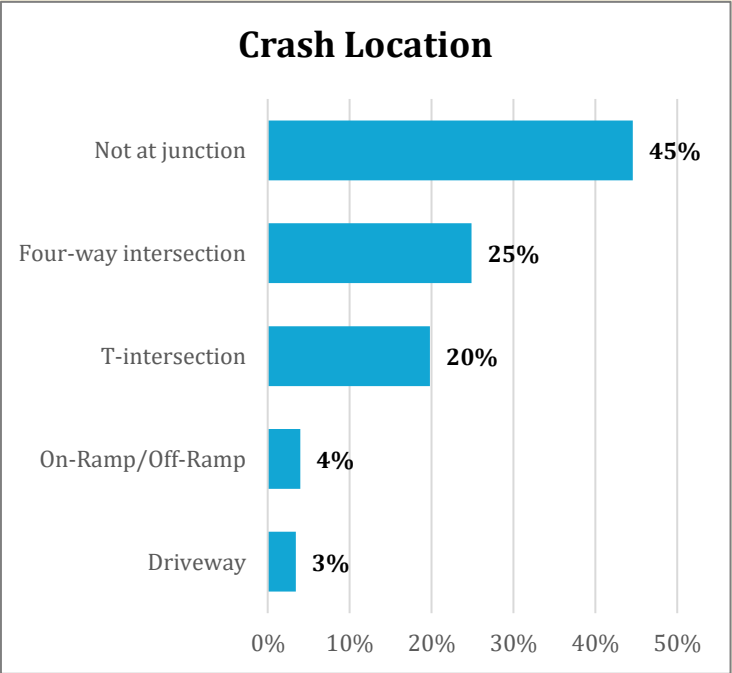
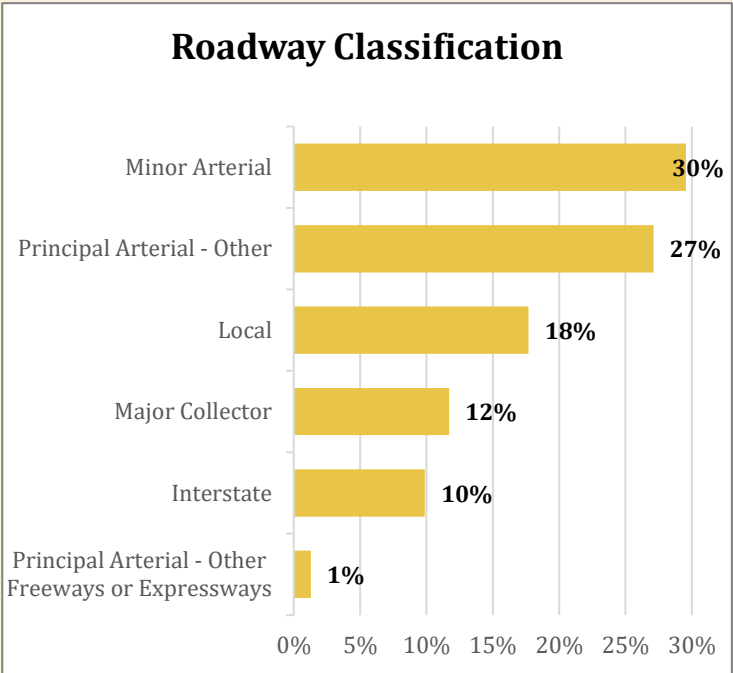
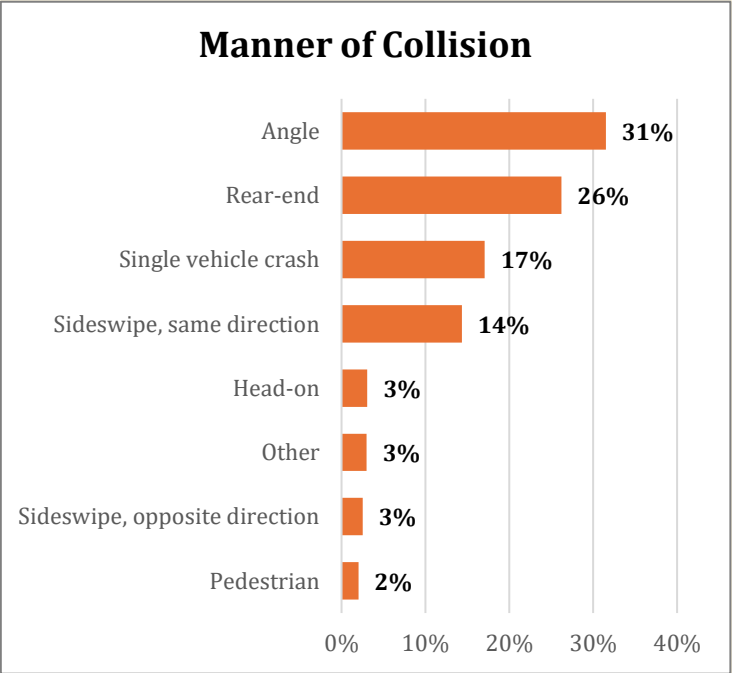
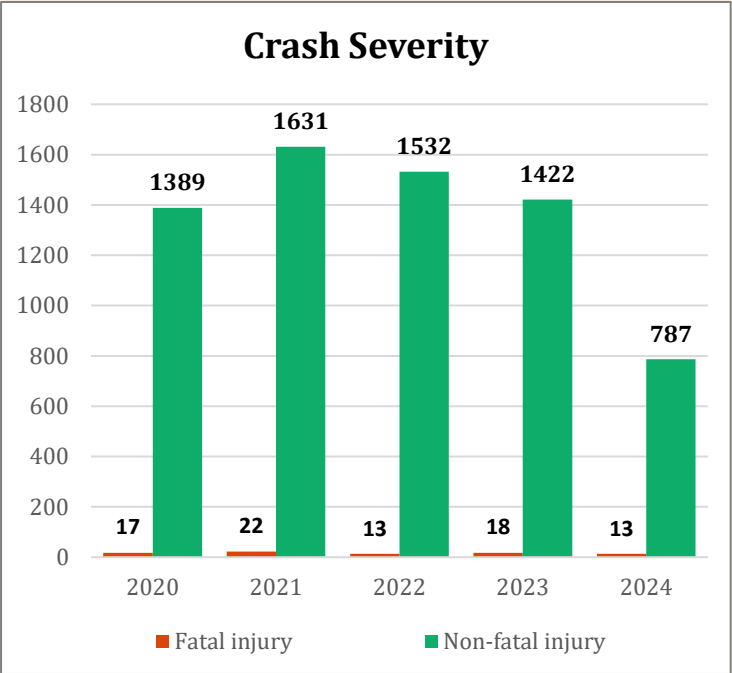
Key Trends

- **36%** of crashes resulted in injury.
- **31%** of the fatal crashes were pedestrian crashes.
- **30%** of crashes happened on minor arterials.
- **32%** of crashes were angle crashes.
- **64%** of crashes occurred in daylight.
- **77%** of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Armory Circle, Armory Street, and Armory Circle Ramp to Route 291 EB/Route 20 EB	83	1,277
2.	Liberty Street and East Columbus Avenue	166	1,235
3.	E Columbus Ave (Union Street) Ramp to Route 91 NB, East Columbus Avenue and Union Street	133	1,198
4.	Boston Road and Pasco Road	118	1,041
5.	Main Street and East Columbus Avenue	67	901

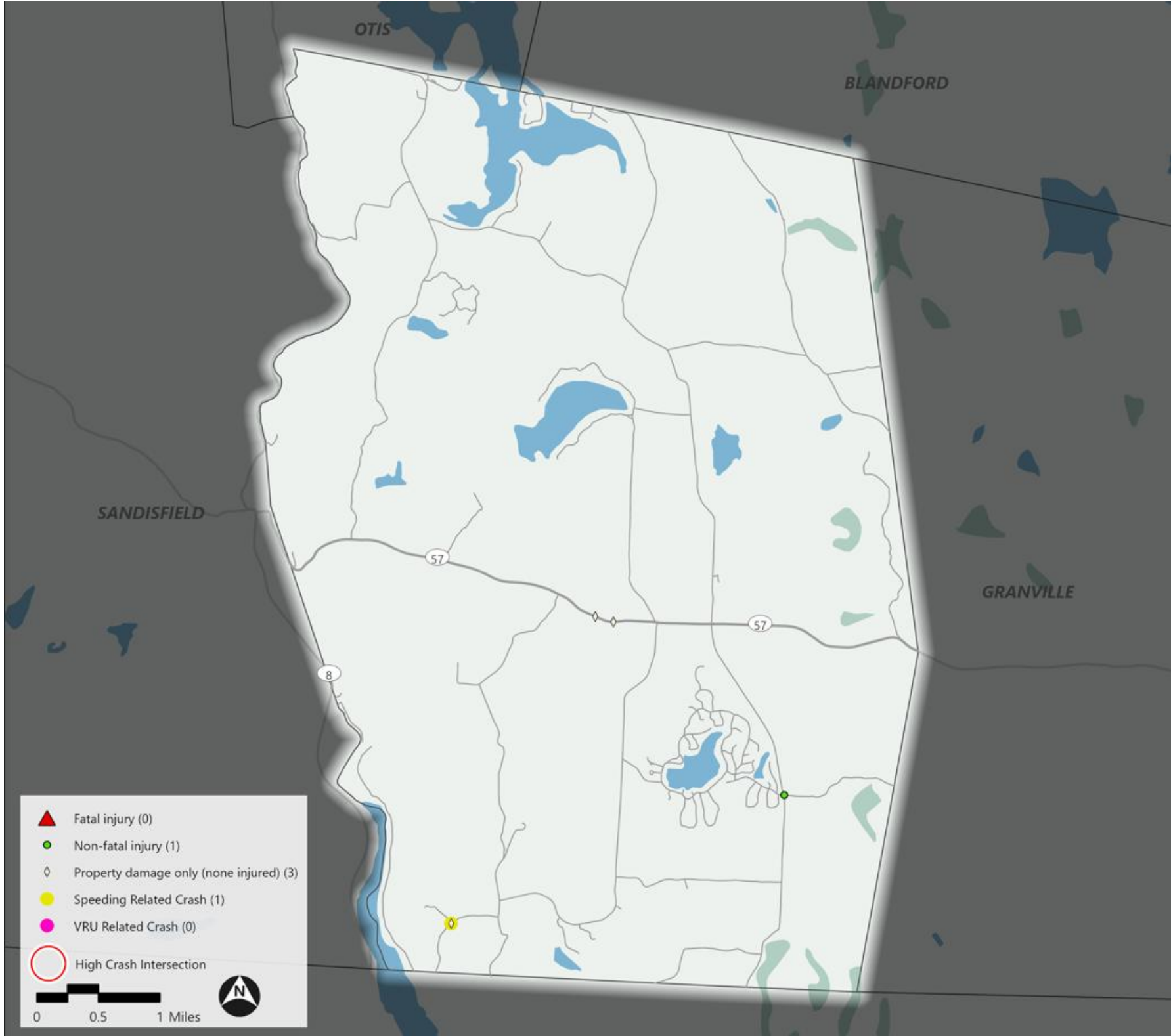
CITY/TOWN NAME: SPRINGFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: TOLLAND

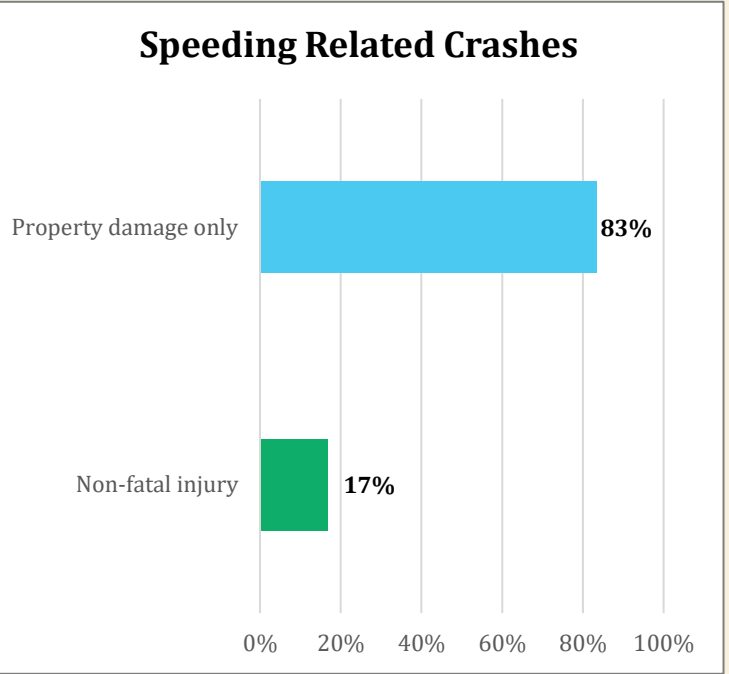
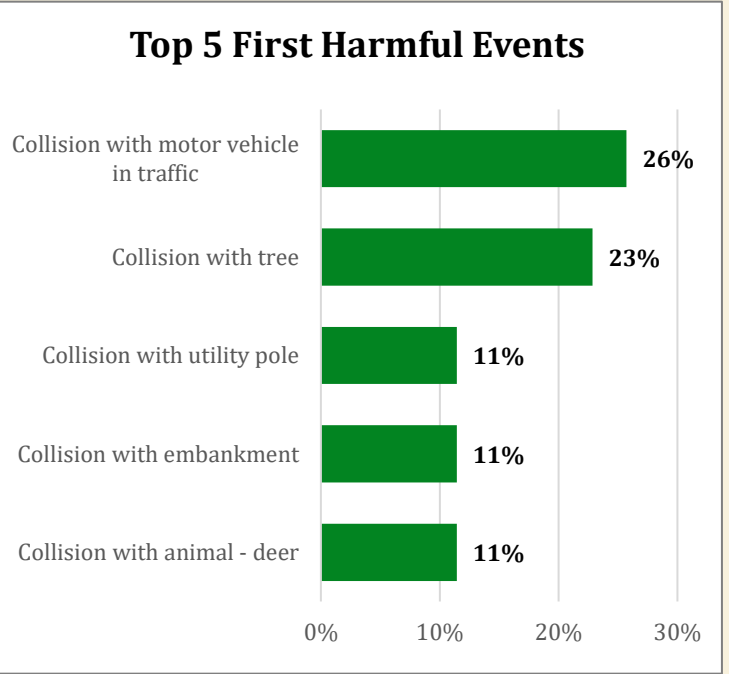
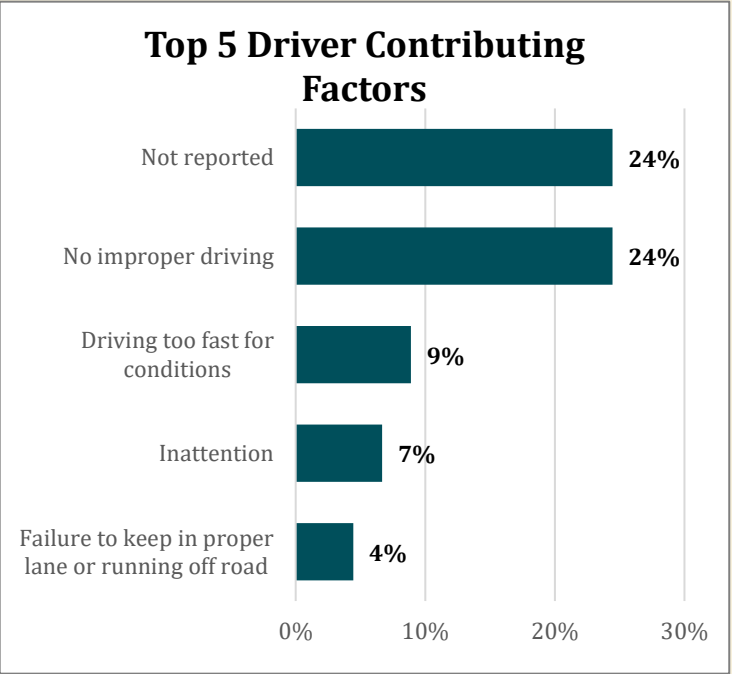
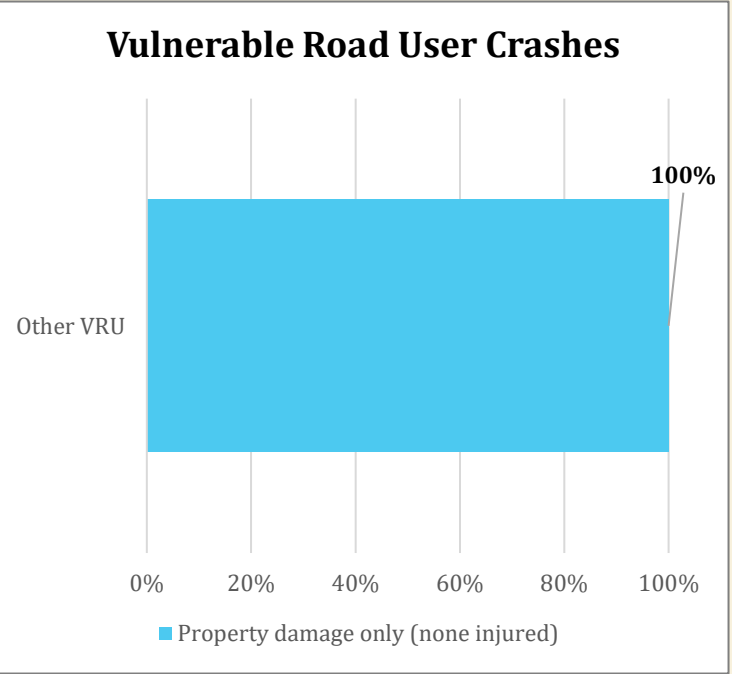
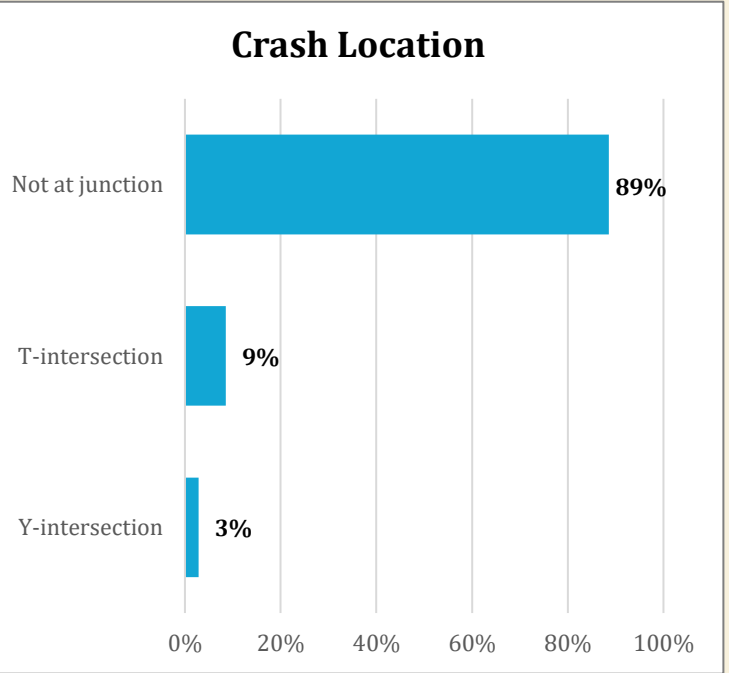
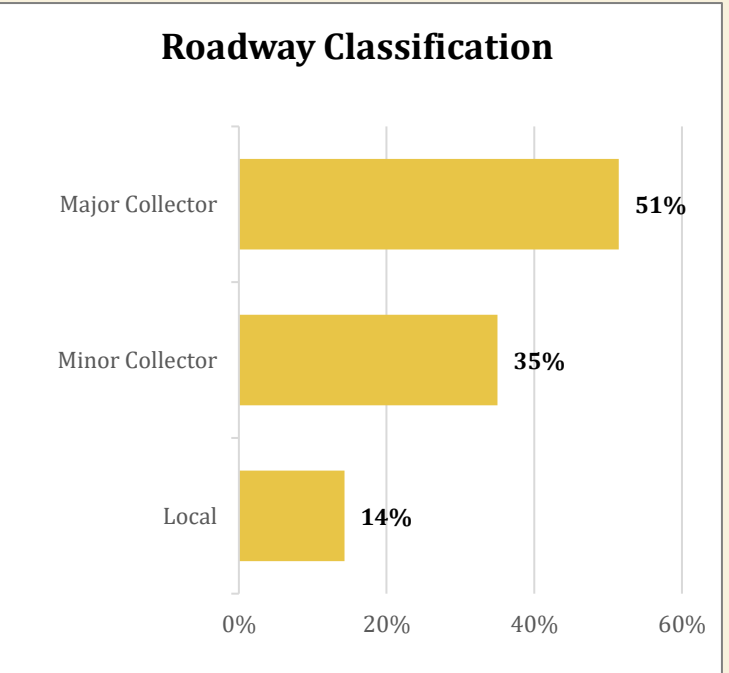
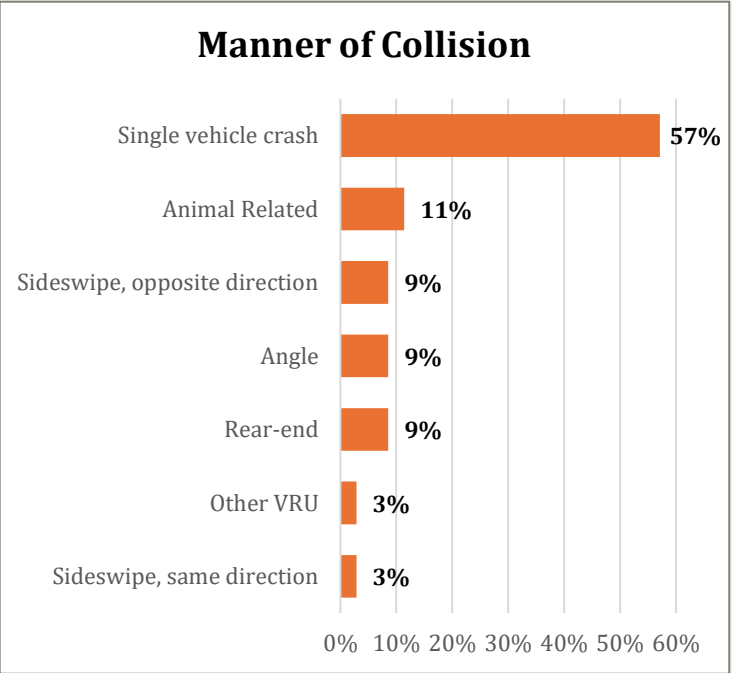
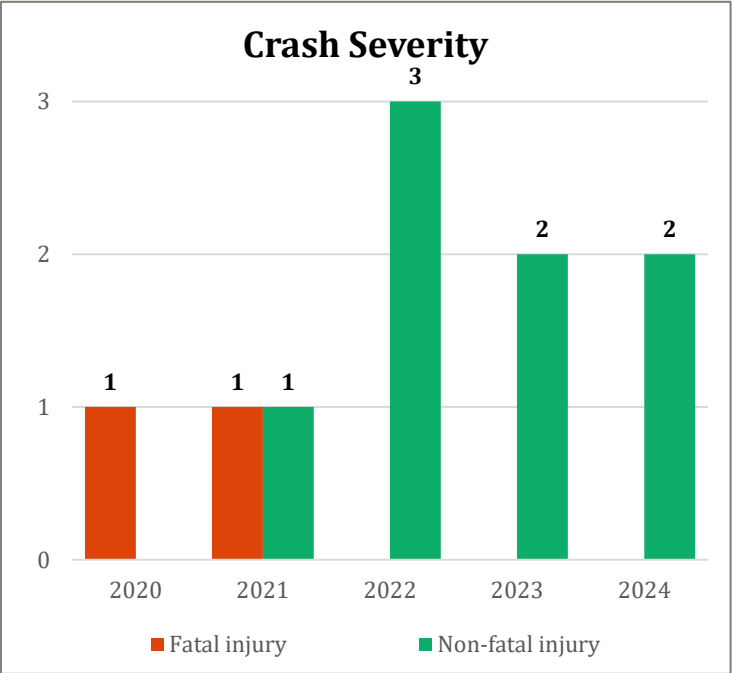
Crash Statistics Over a Five-Year Period (2020–2024)



2020-0	2021-0	2022-2	2023-1	2024-1	
Overview					
- Annual Crashes/1,000 Population – 3 - Total Fatal Crashes – 0 - Total Vulnerable Road User Crashes – 0 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 3 - Total Speeding-Related Crashes – 1					
Key Trends					
25% of crashes resulted in injury. 50% of crashes happened on local roads. 50% of crashes happened on minor arterials. 75% of crashes were single-vehicle crashes. 50% of crashes occurred in daylight. 50% of crashes occurred in dark – roadway not lighted. 75% of crashes occurred on dry surface conditions.					
High Crash Intersections	Intersection Location			Total Crashes	EPDO Score
No high crash intersections were identified for Tolland.					

CITY/TOWN NAME: TOLLAND

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WALES

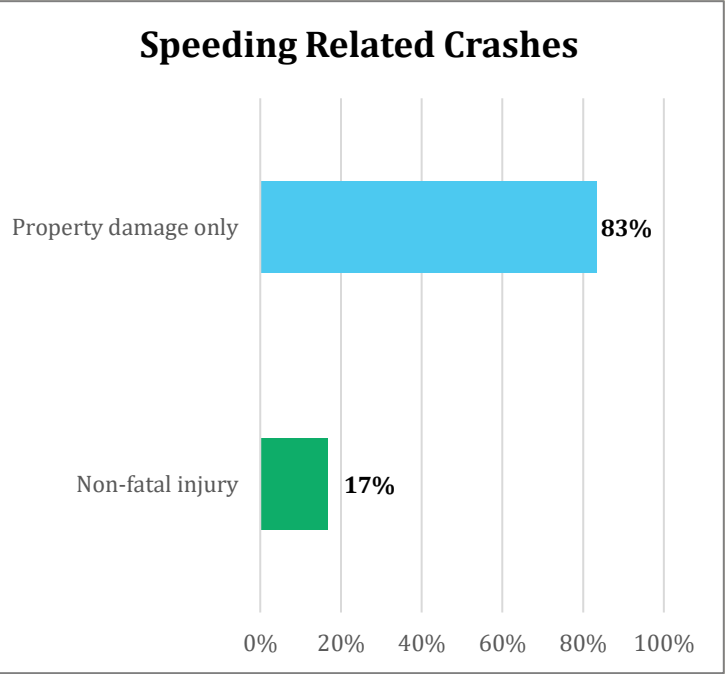
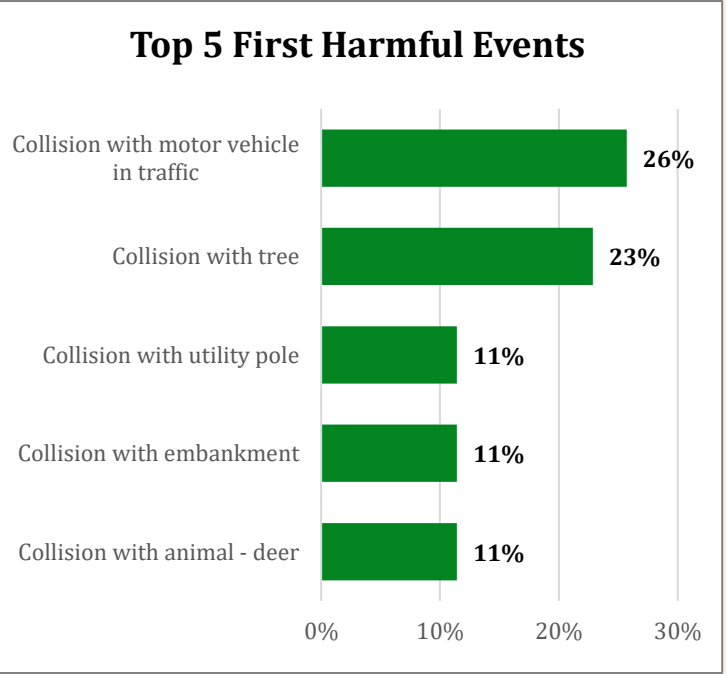
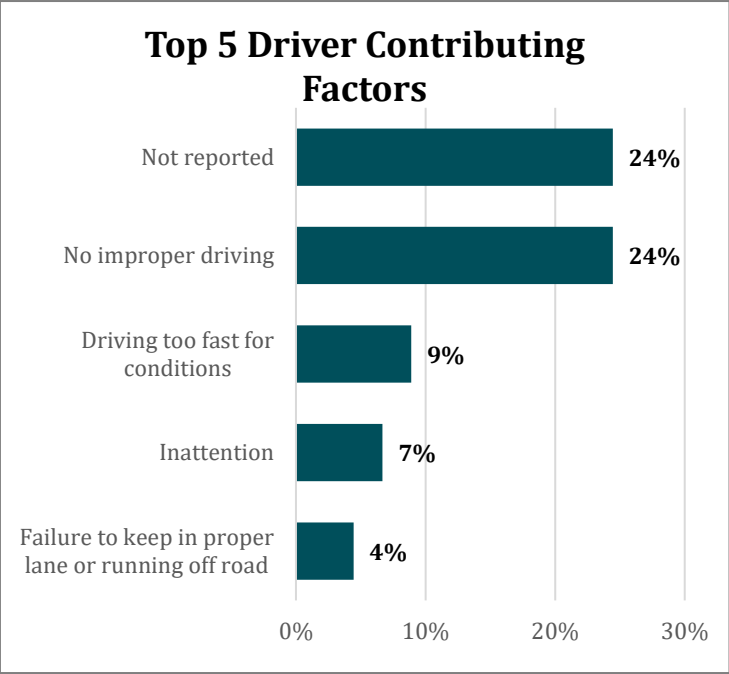
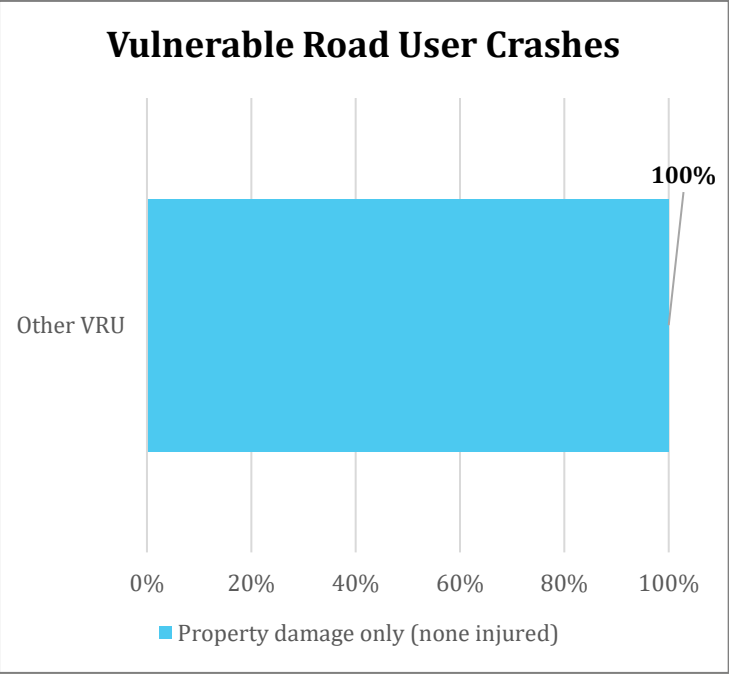
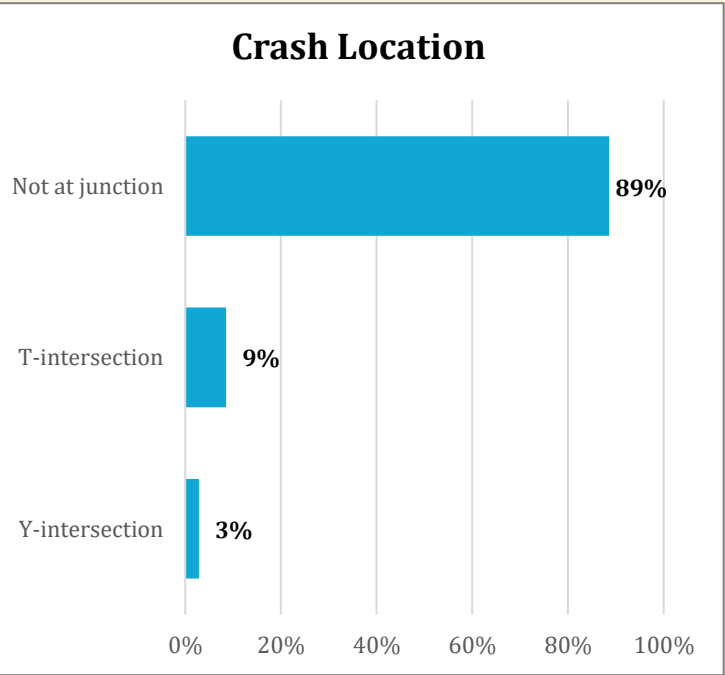
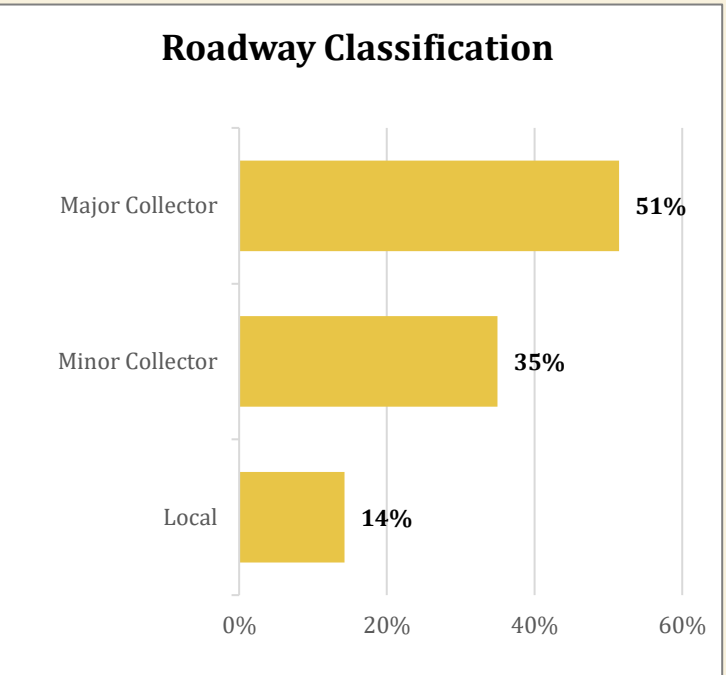
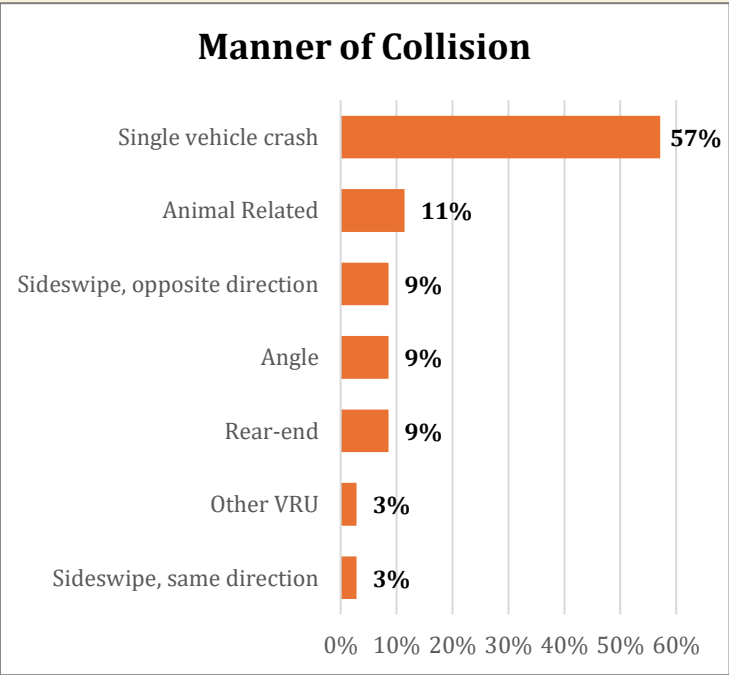
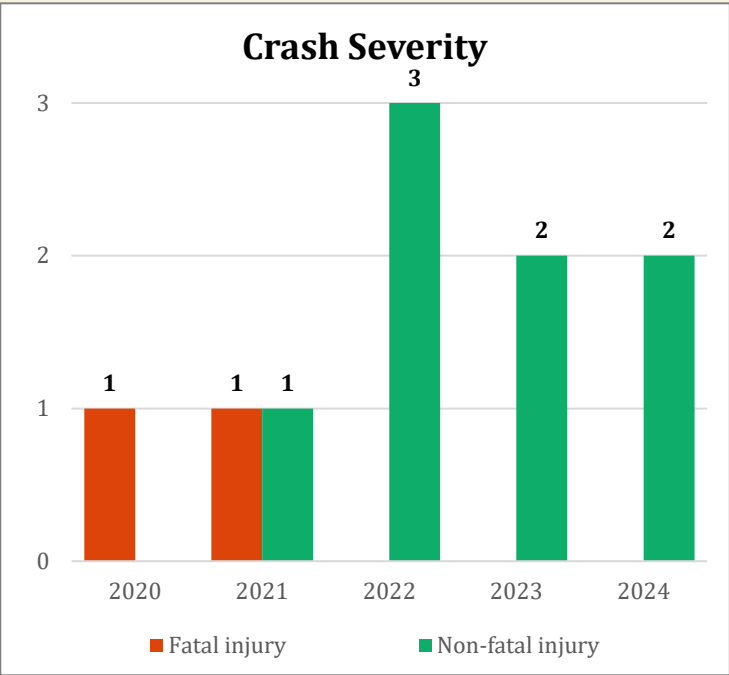
Crash Statistics Over a Five-Year Period (2020–2024)



2020-3	2021-12	2022-7	2023-7	2024-6
Overview				
- Annual Crashes/1,000 Population – 4 - Total Fatal Crashes – 2 - Total Vulnerable Road User Crashes – 1 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 20 - Total Speeding-Related Crashes – 6				
Key Trends				
29% of crashes resulted in injury. 50% of the fatal crashes were sideswiped, opposite direction. 50% of the fatal crashes were single-vehicle crashes. 51% of crashes happened on major collectors. 57% of crashes were single-vehicle crashes. 46% of crashes occurred in daylight. 69% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Ainsworth Hill Road, Lake George Road and Stafford Road	3	33	
2.	Lakeshore Drive and Union Road	1	32	

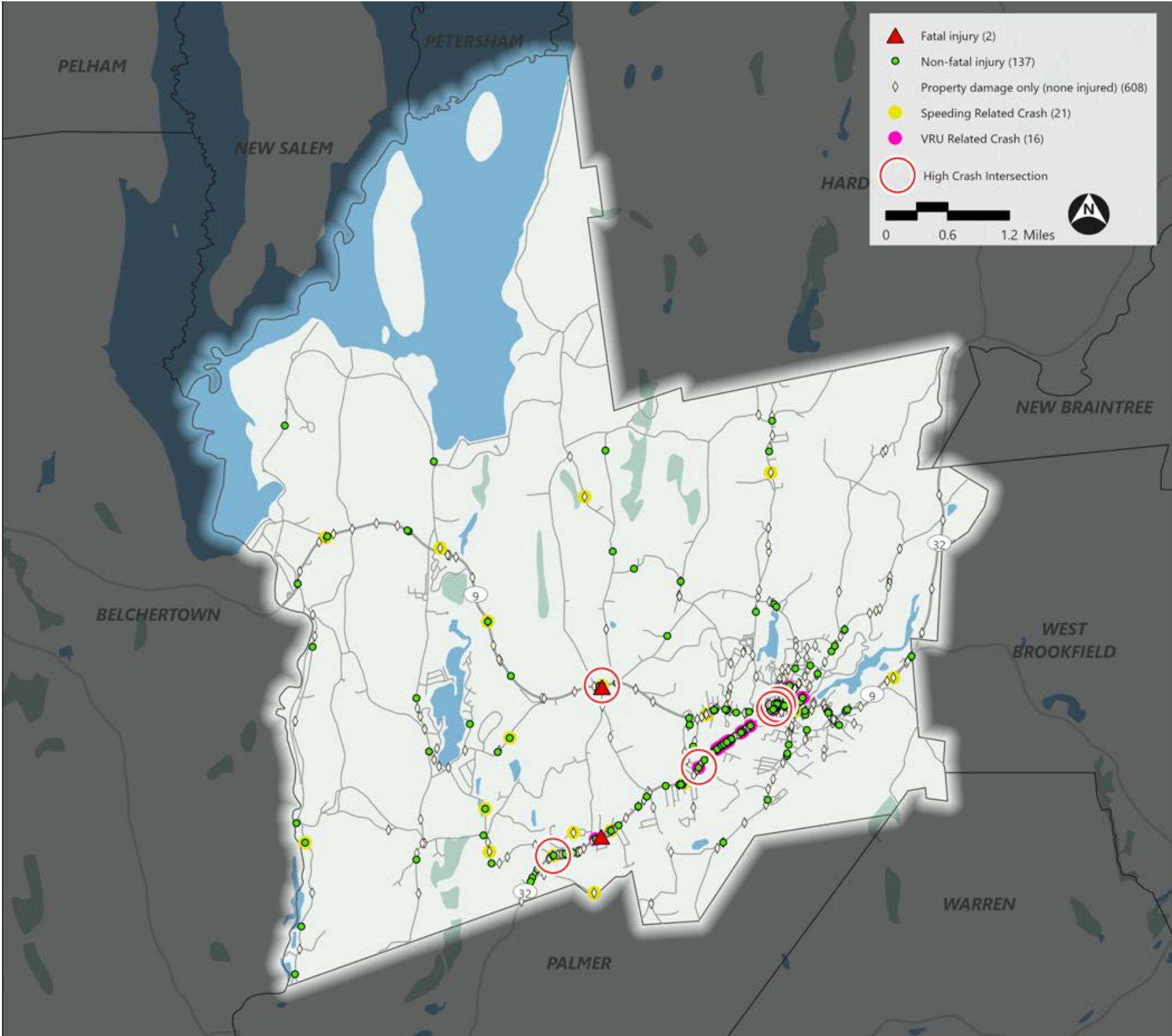
CITY/TOWN NAME: WALES

Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WARE

Crash Statistics Over a Five-Year Period (2020–2024)



2020–169	2021–136	2022–130	2023–153	2024–181
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Overview

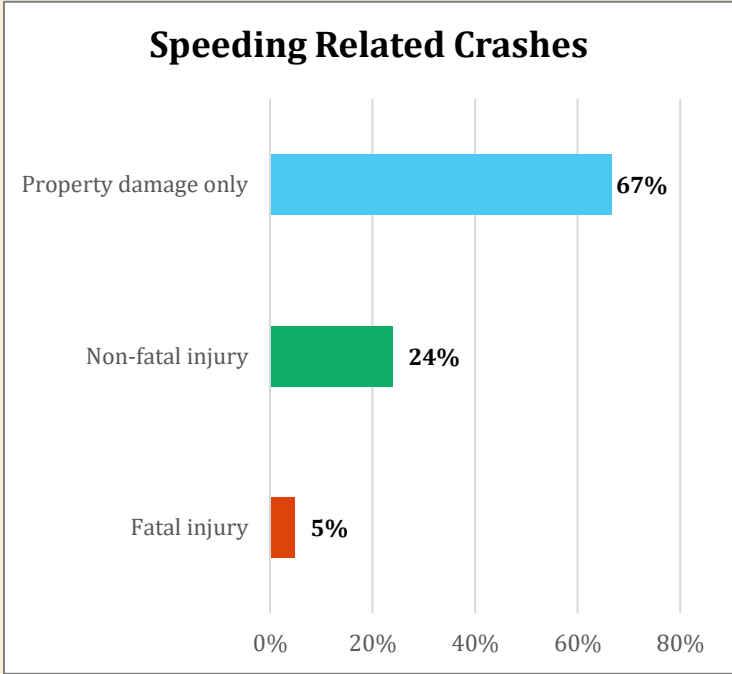
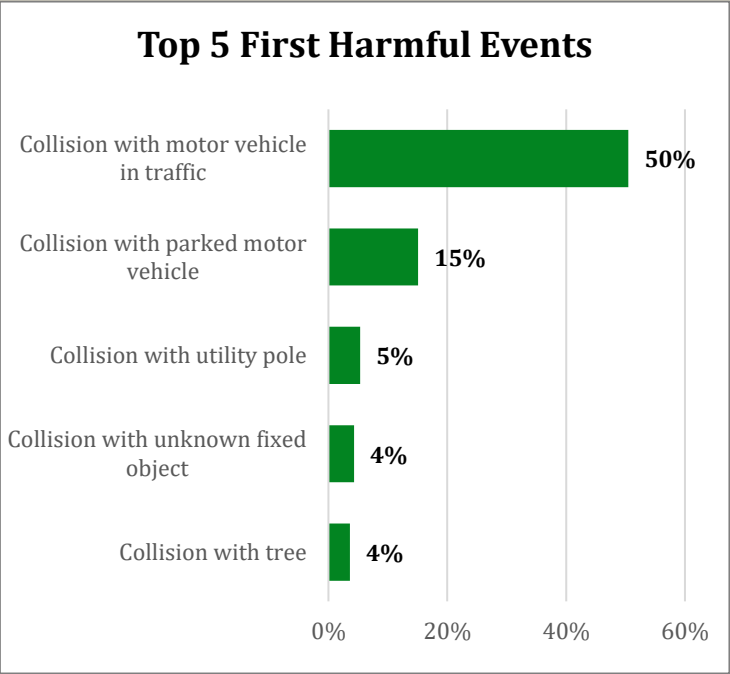
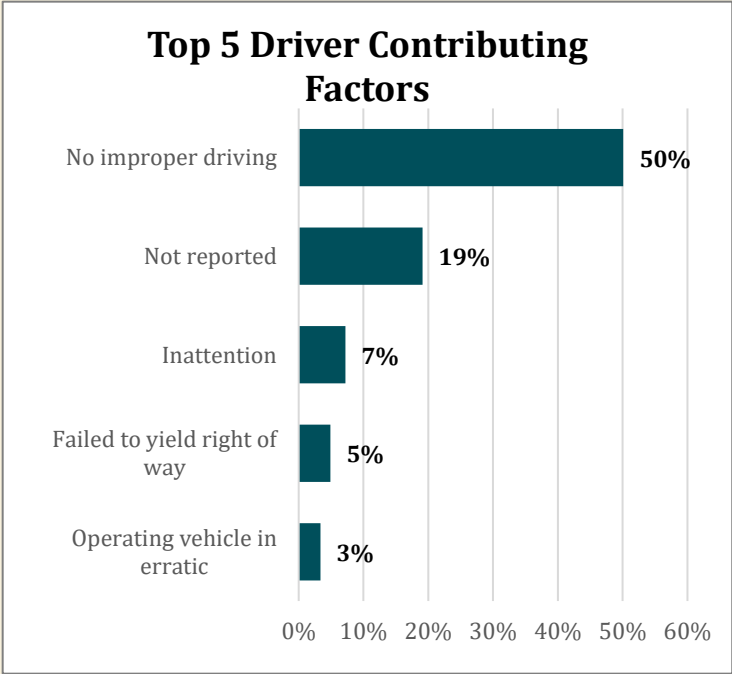
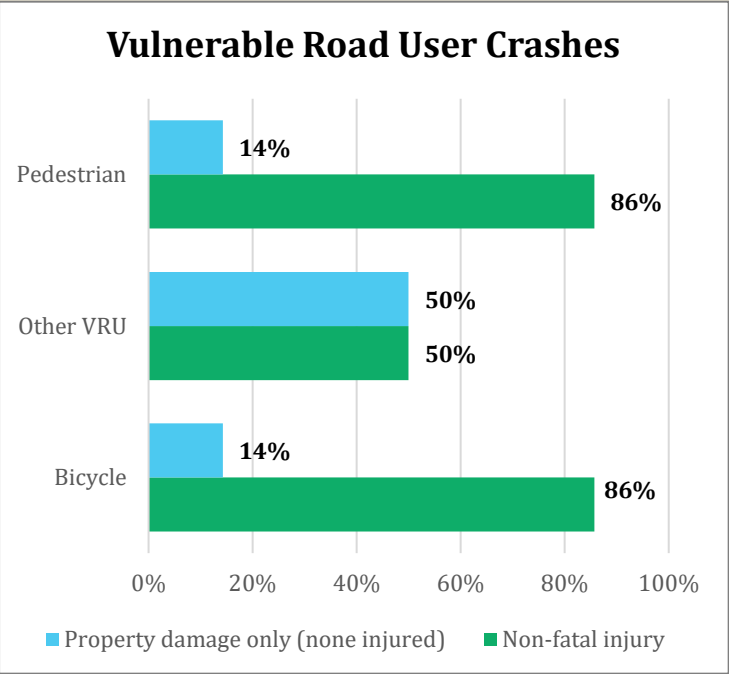
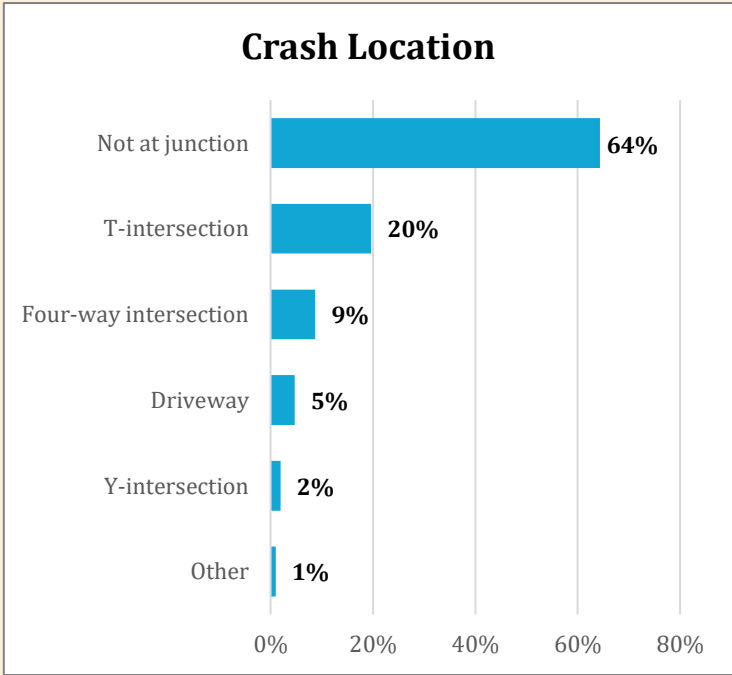
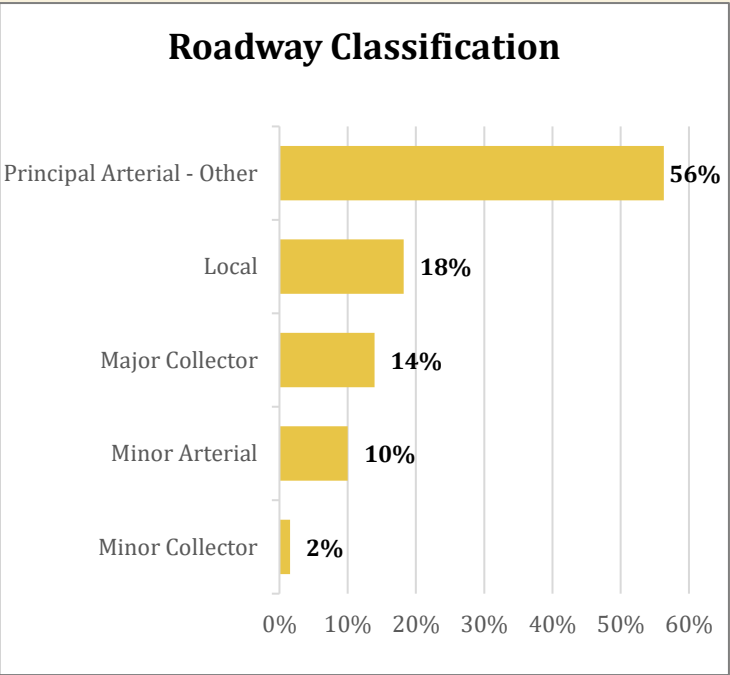
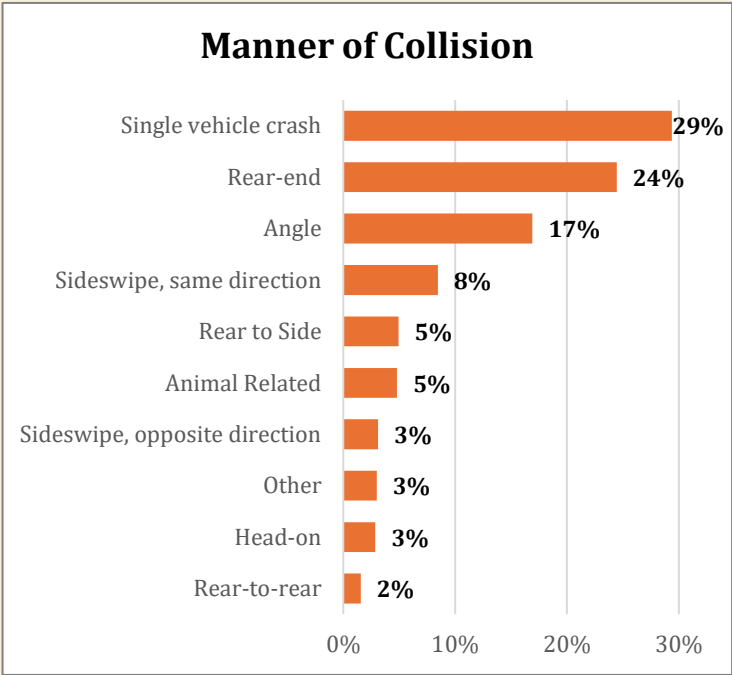
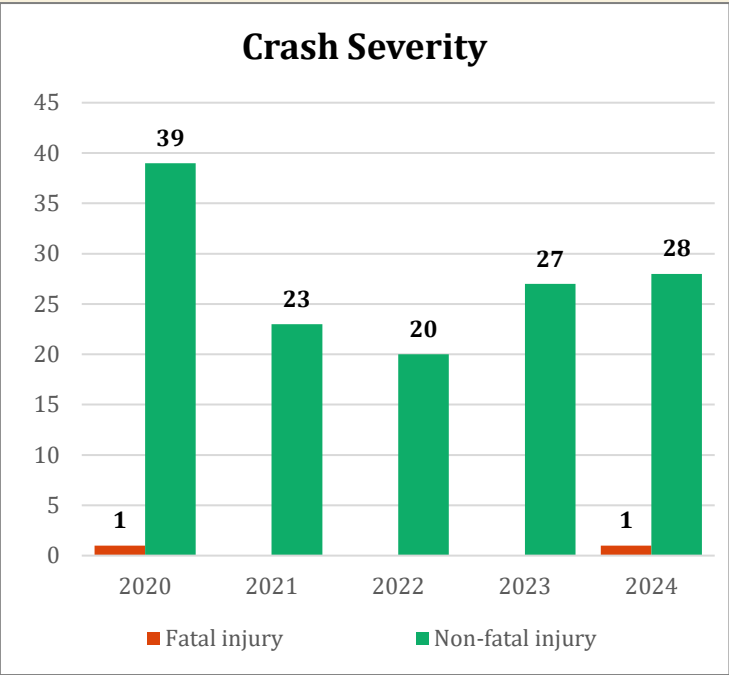
- Annual Crashes/1,000 Population – 15
- Total Fatal Crashes – 2
- Total Vulnerable Road User Crashes – 16
- Total Vulnerable Road User Fatalities – 0
- Total Single-Vehicle Crashes – 226
- Total Speeding-Related Crashes – 21

Key Trends

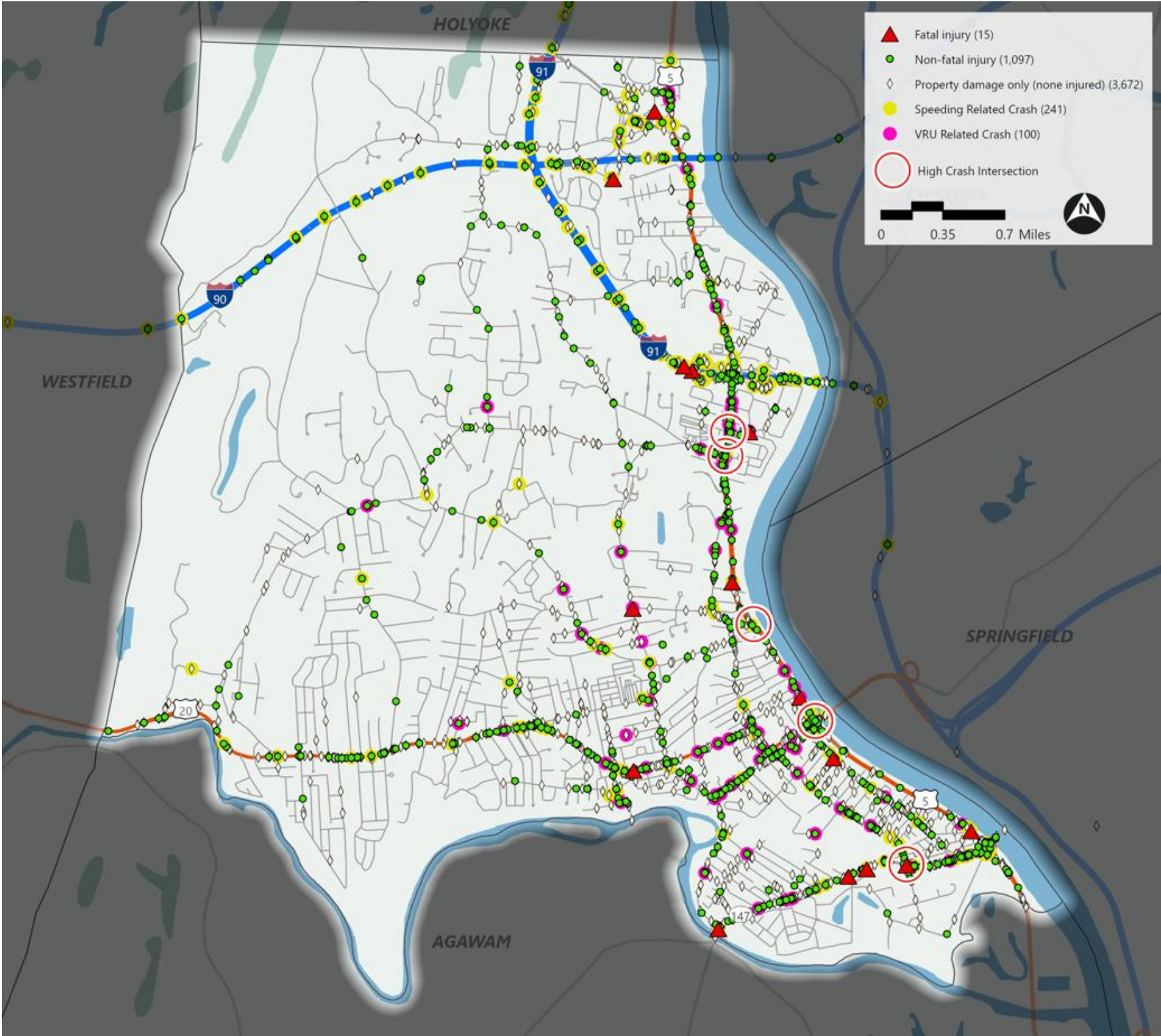
- 18% of crashes resulted in injury.
- 50% of the fatal crashes were angle crashes.
- 50% of the fatal crashes were head-on crashes.
- 56% of crashes happened on principal arterials.
- 29% of crashes were single-vehicle crashes.
- 75% of crashes occurred in daylight.
- 79% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Belchertown Road and Anderson Road	11	166
2.	West Street and Fourth Avenue	20	144
3.	Palmer Road and Old Belchertown Road	16	117
4.	Main Street, West Main Street and Parker Street	37	107
5.	West Street and Pulaski Street	17	97

CITY/TOWN NAME: WARE
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WEST SPRINGFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



2020–755	2021–959	2022–979	2023–1,006	2024–1,271
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Overview

- Annual Crashes/1,000 Population – **34**
- Total Fatal Crashes – **15**
- Total Vulnerable Road User Crashes – **100**
- Total Vulnerable Road User Fatalities – **4**
- Total Single-Vehicle Crashes – **1,019**
- Total Speeding-Related Crashes – **241**

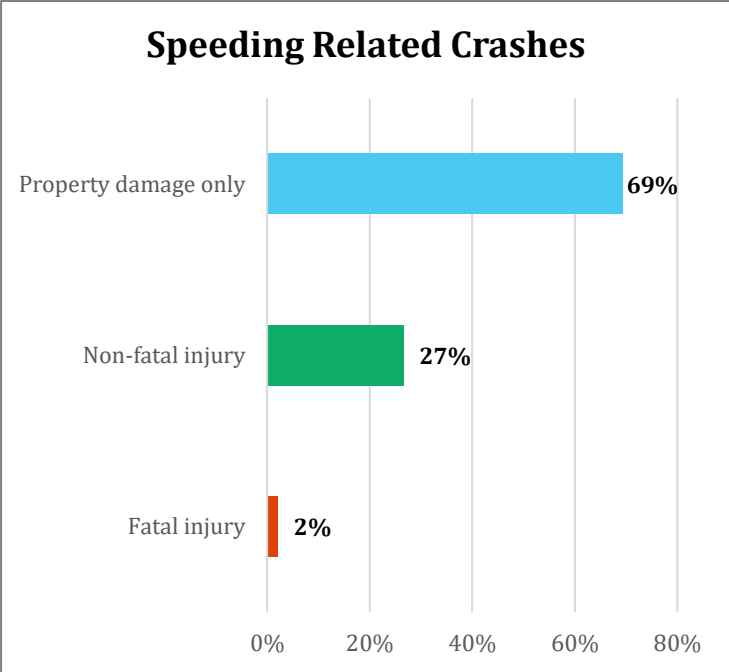
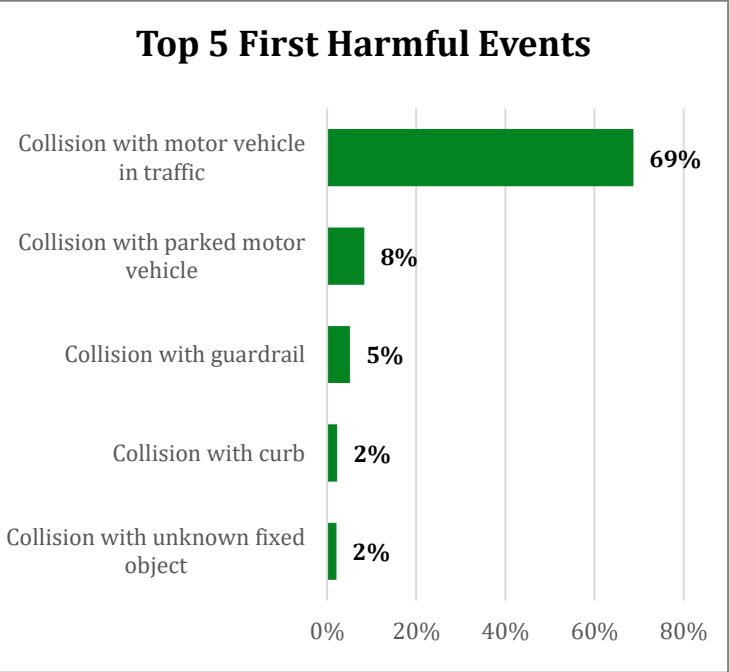
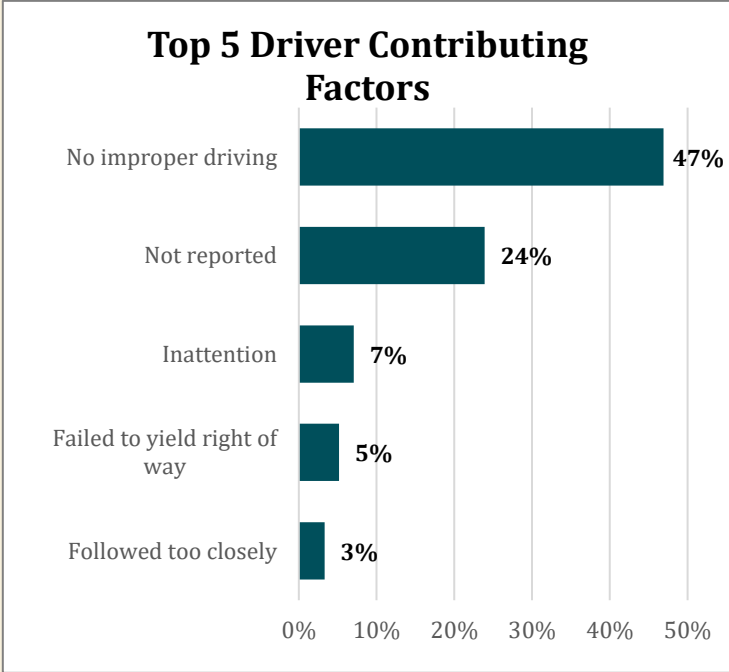
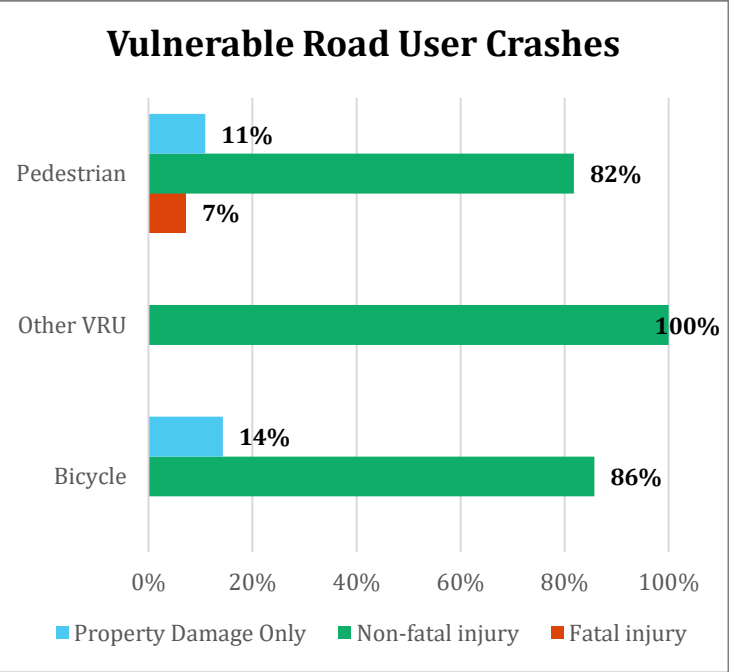
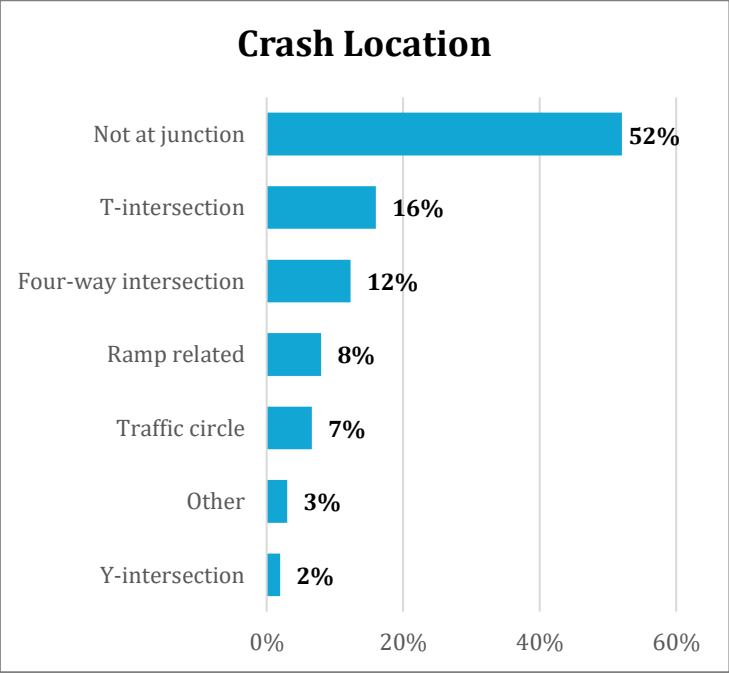
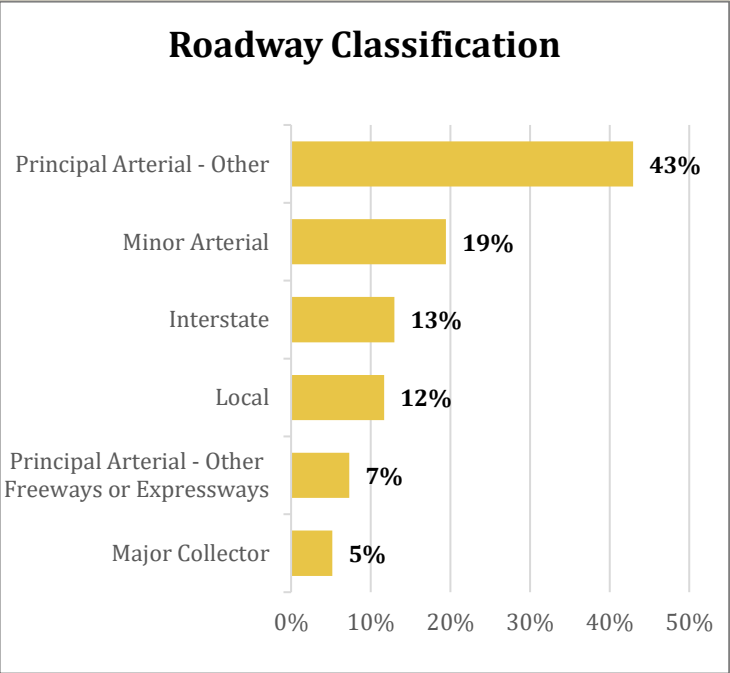
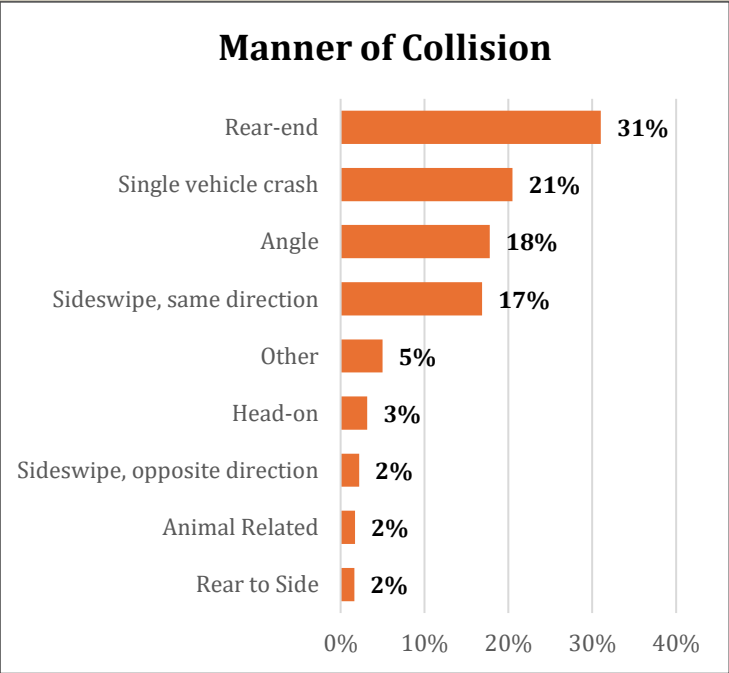
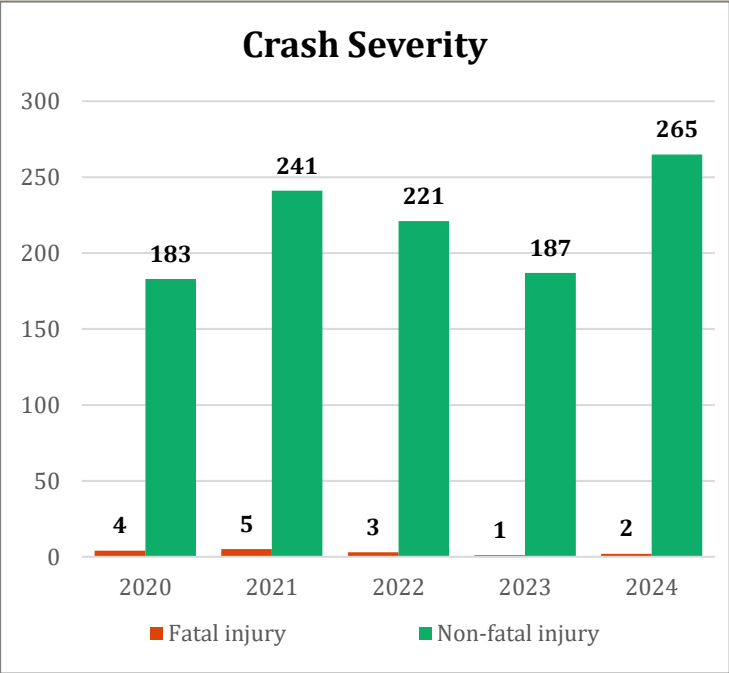
Key Trends

- **22%** of crashes resulted in injury.
- **33%** of the fatal crashes were single-vehicle crashes.
- **43%** of crashes happened on principal arterials.
- **31%** of crashes were rear-ends.
- **71%** of crashes occurred in daylight.
- **79%** of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Morgan Road and Riverdale Street	168	805
2.	North End Bridge Rotary and Route 20 (North End Rotary) Ramp to Route 5 NB	191	803
3.	East Elm Street and Riverdale Street	71	650
4.	Union Street and Memorial Avenue	117	605
5.	Bradford Drive and Riverdale Street	69	597

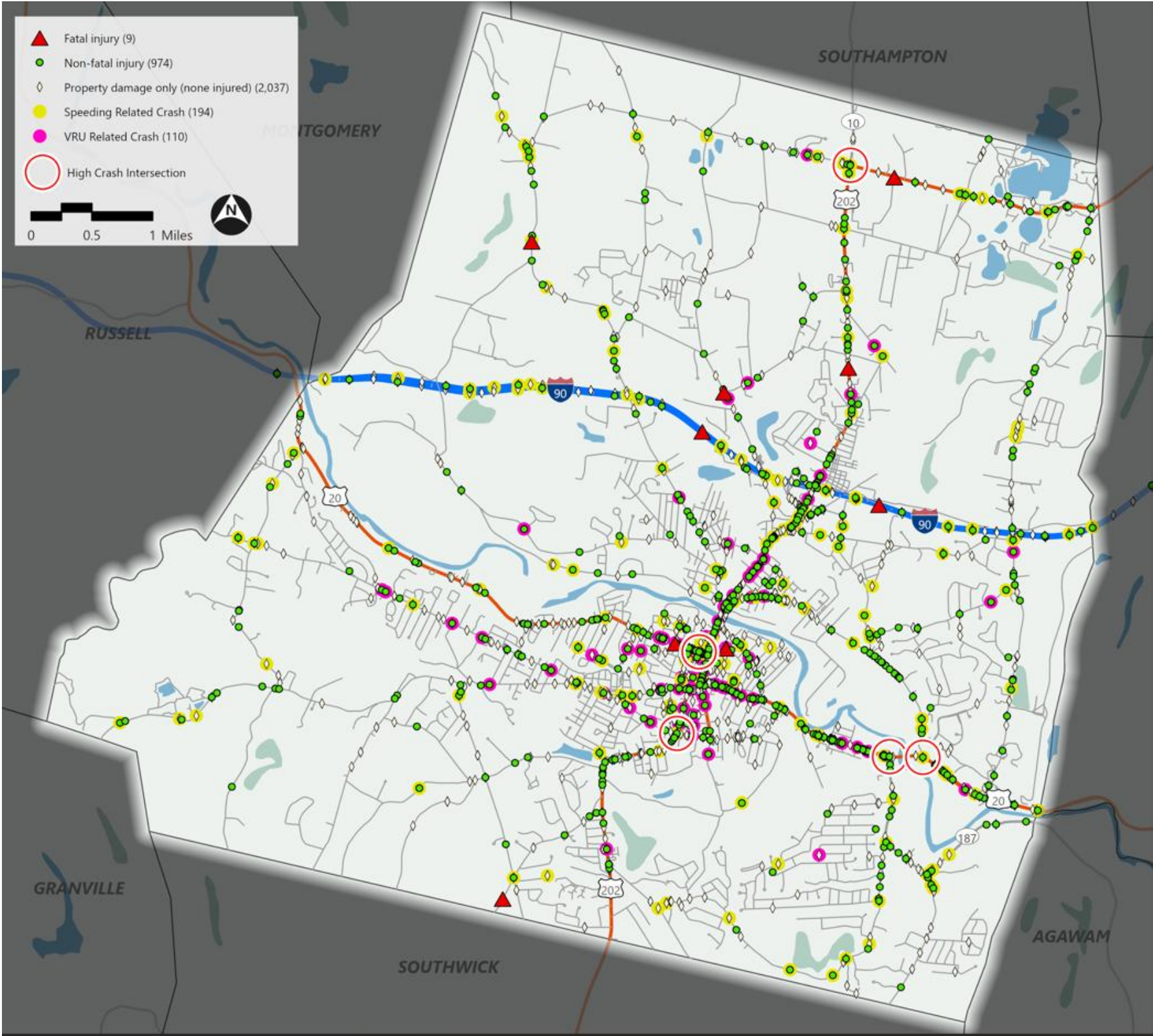


CITY/TOWN NAME: WEST SPRINGFIELD
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WESTFIELD

Crash Statistics Over a Five-Year Period (2020–2024)



2020–613	2021–613	2022–661	2023–602	2024–576
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Overview

- Annual Crashes/1,000 Population – 15
- Total Fatal Crashes – 9
- Total Vulnerable Road User Crashes – 110
- Total Vulnerable Road User Fatalities – 2
- Total Single-Vehicle Crashes – 827
- Total Speeding-Related Crashes – 194

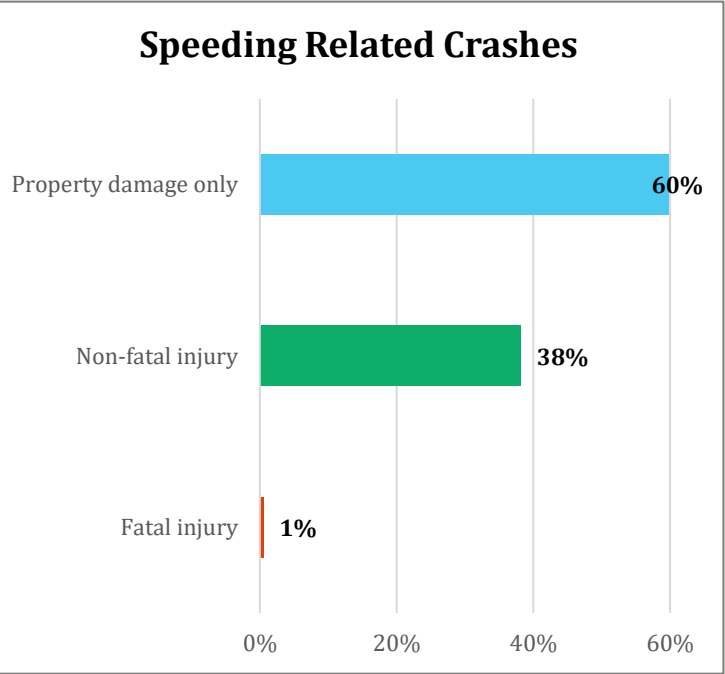
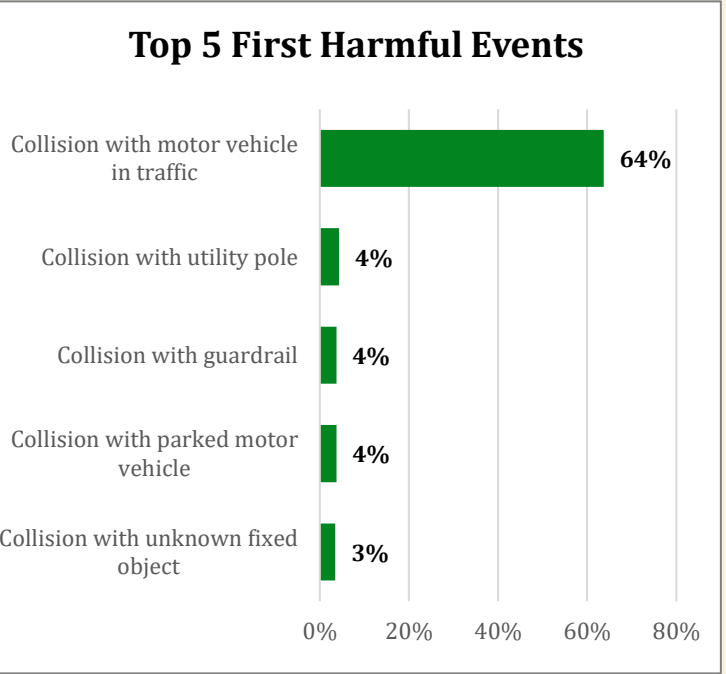
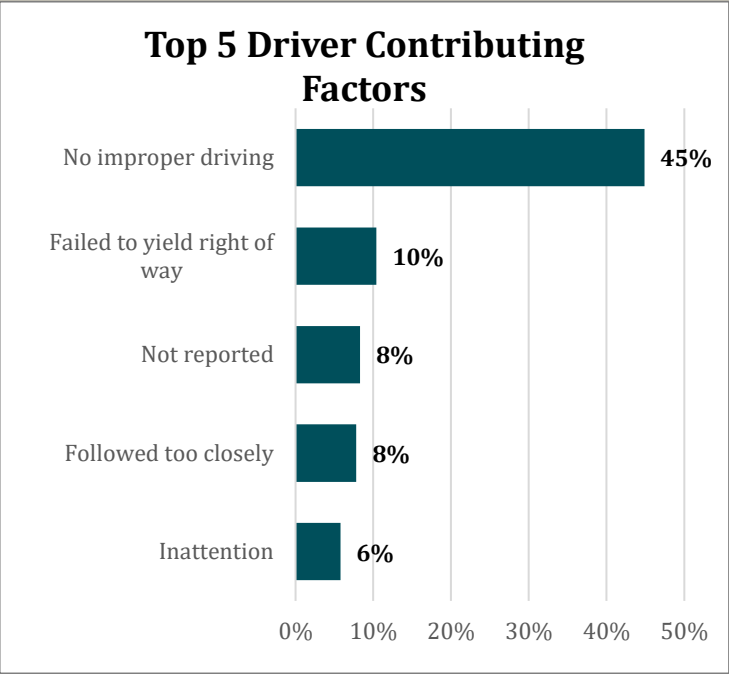
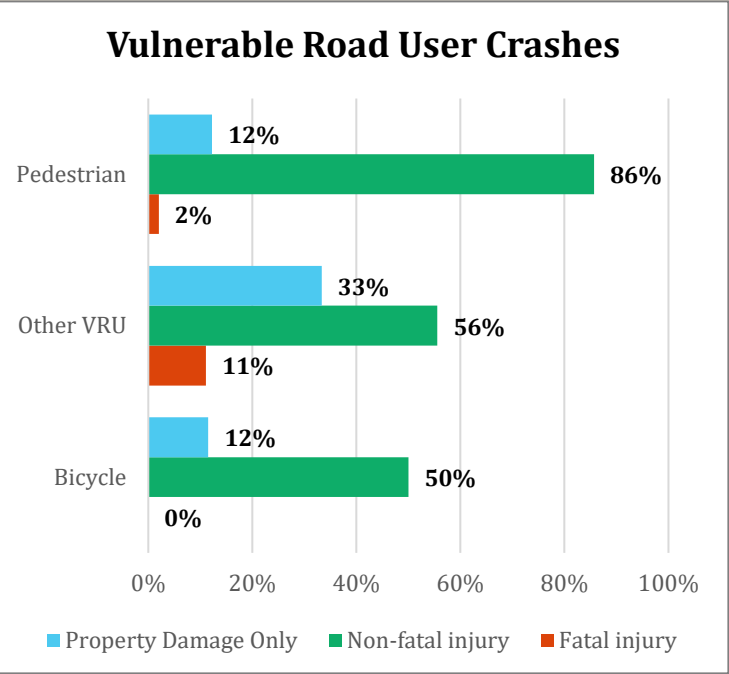
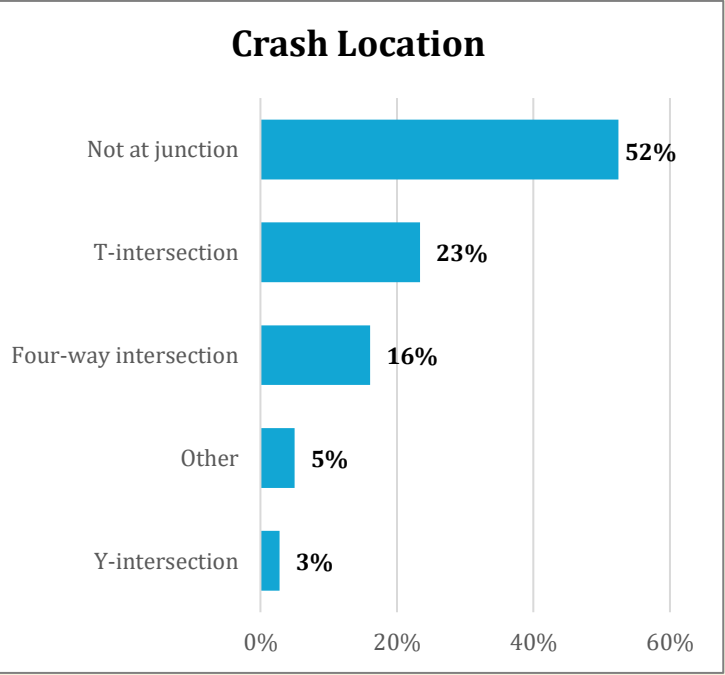
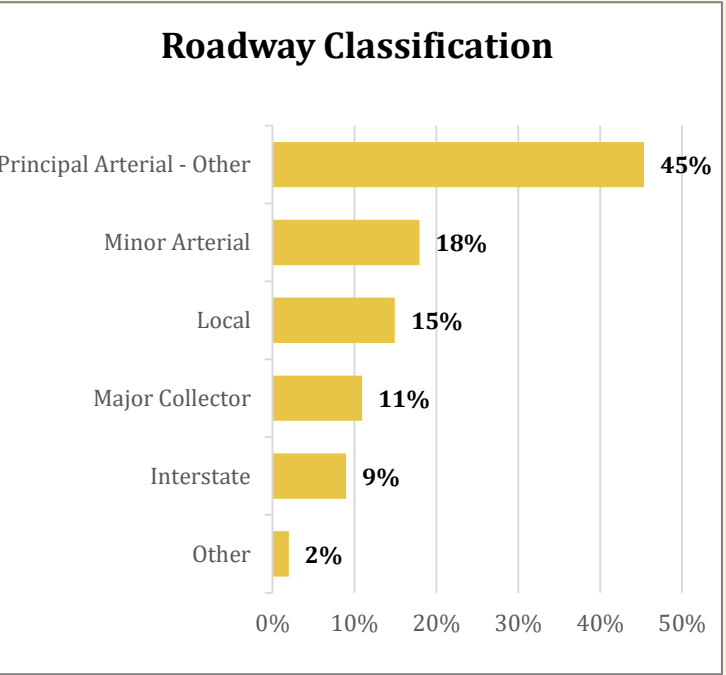
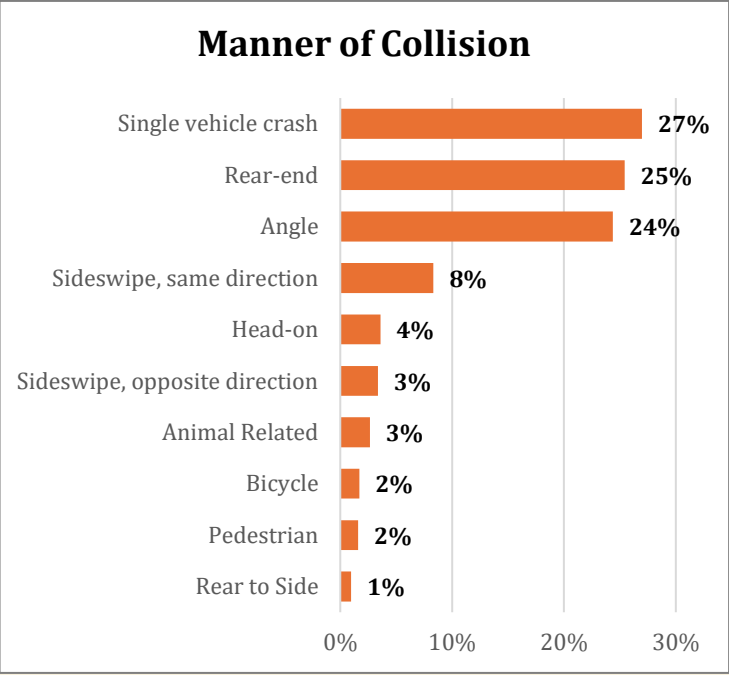
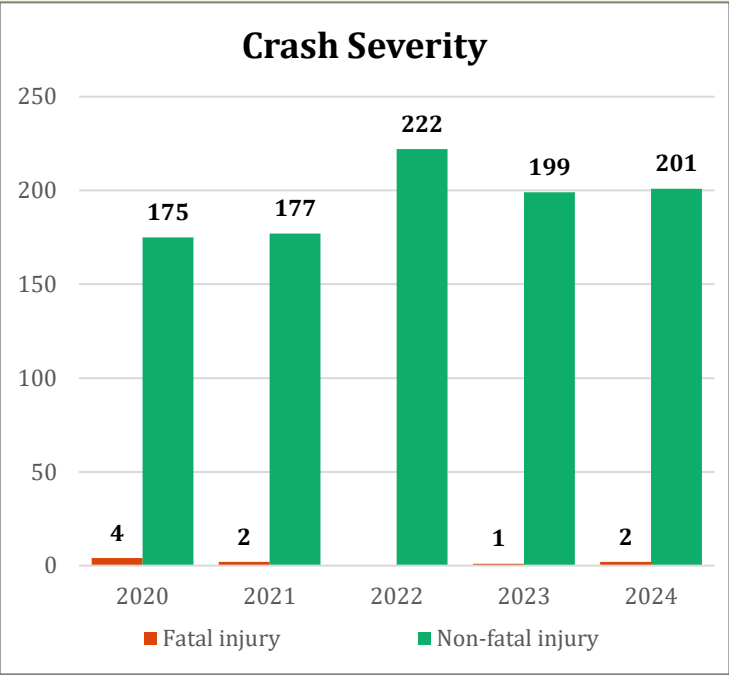
Key Trends

- 32% of crashes resulted in injury.
- 33% of the fatal crashes were rear-end crashes.
- 45% of crashes happened on principal arterials.
- 27% of crashes were single-vehicle crashes.
- 69% of crashes occurred in daylight.
- 76% of crashes occurred on dry surface conditions.

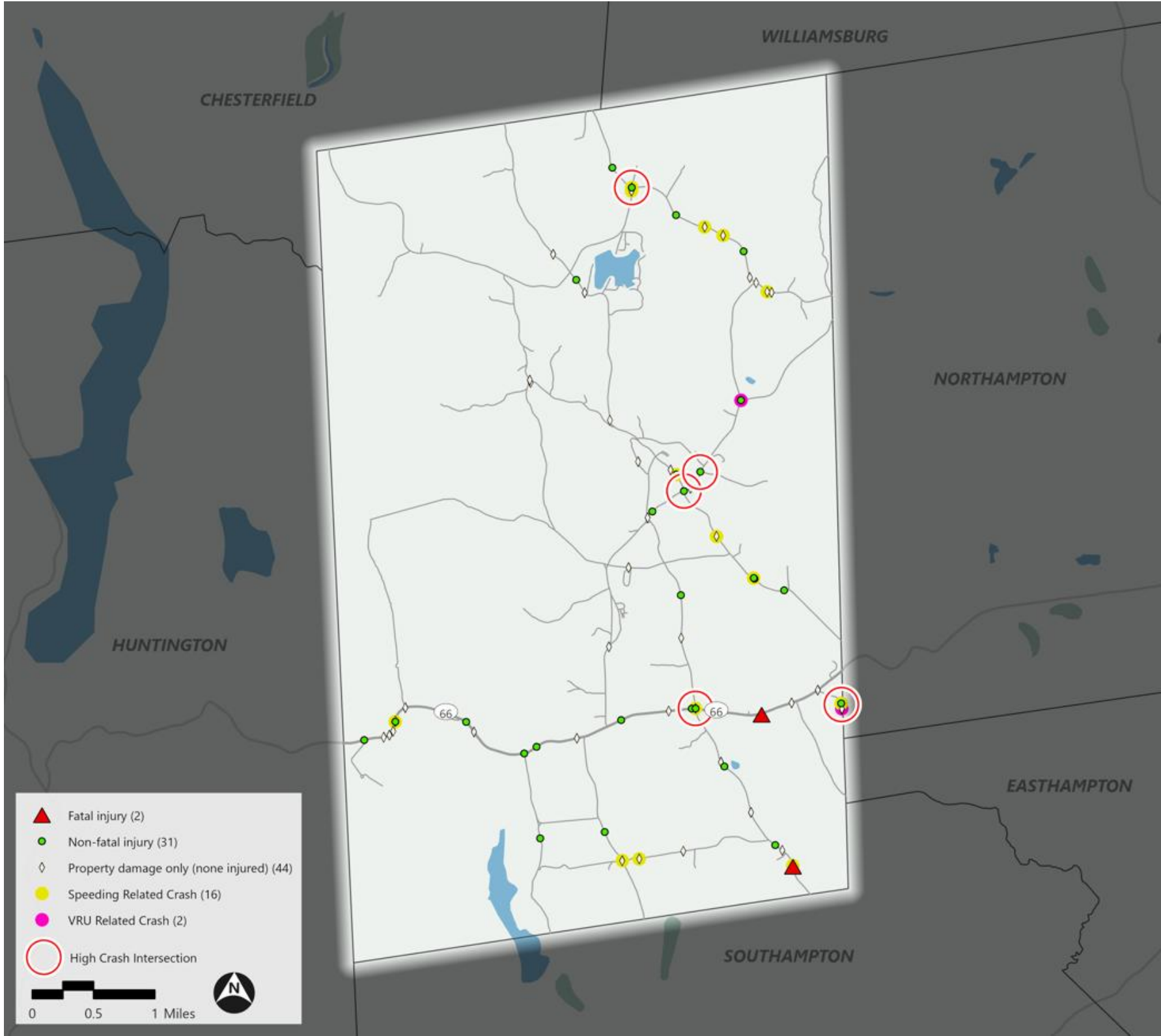
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Springfield Road, East Main Street and Little River Road	63	556
2.	Franklin Street, Summer Street and Maple Street	51	516
3.	Springfield Road and Union Street	38	507
4.	Southampton Road and North Road	45	484
5.	South Maple Street, Pleasant Street and West Silver Street	39	424

CITY/TOWN NAME: WESTFIELD

Crash Statistics Over a Five-Year Period (2020–2024)

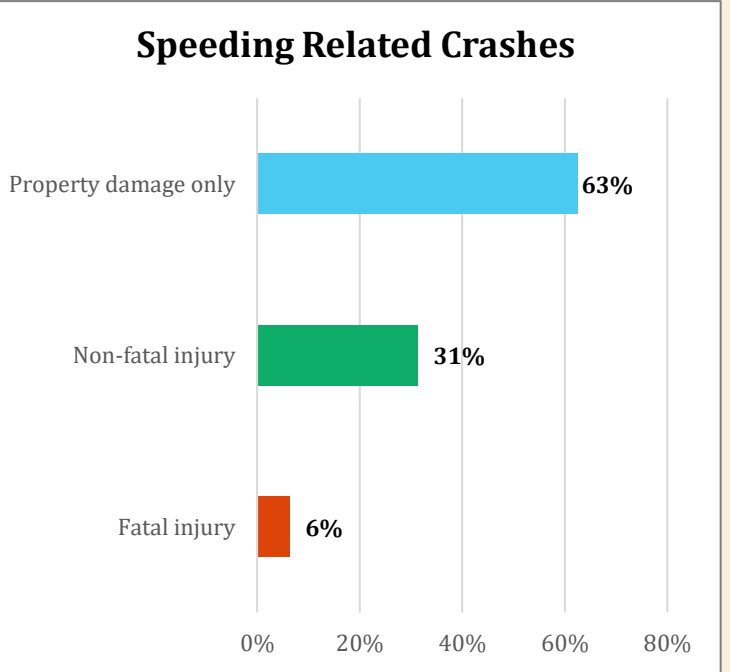
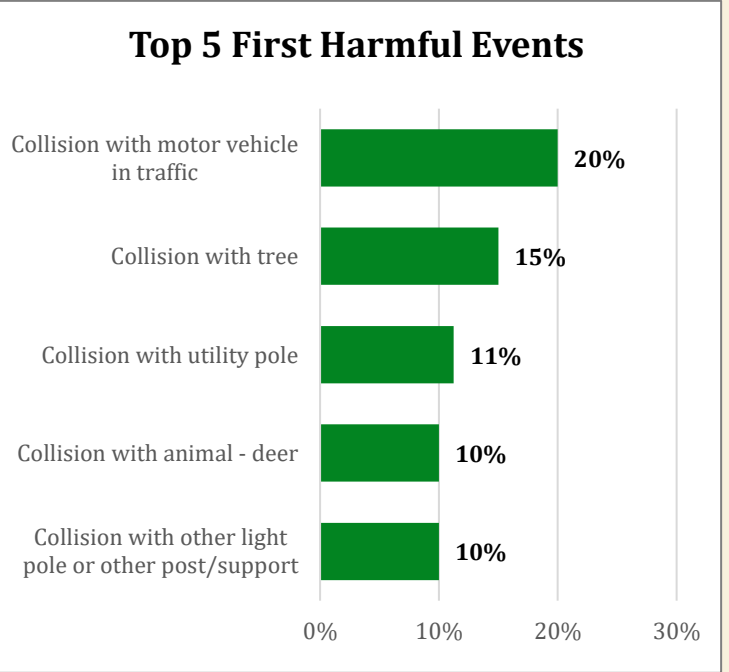
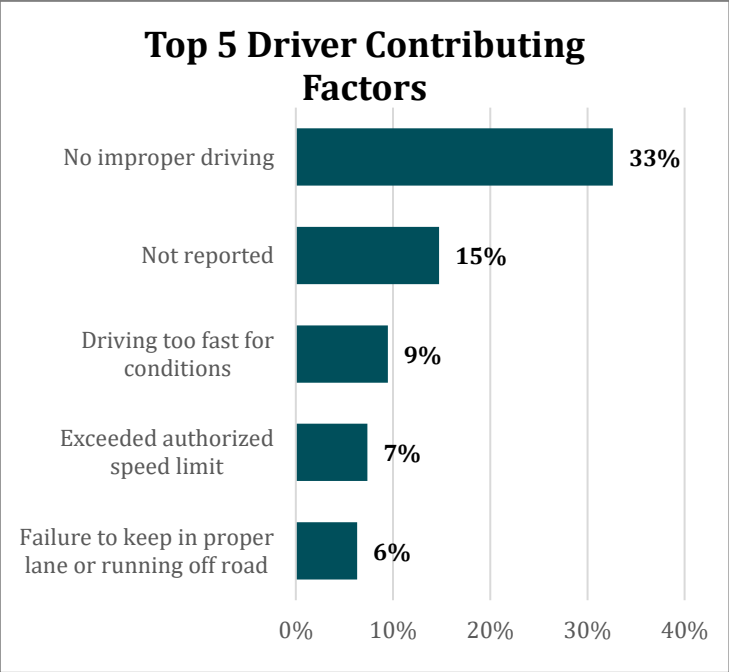
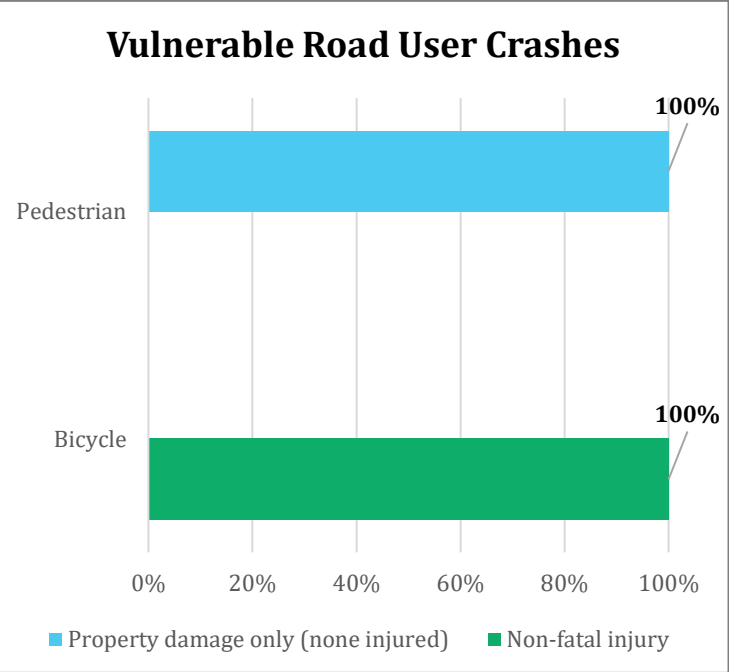
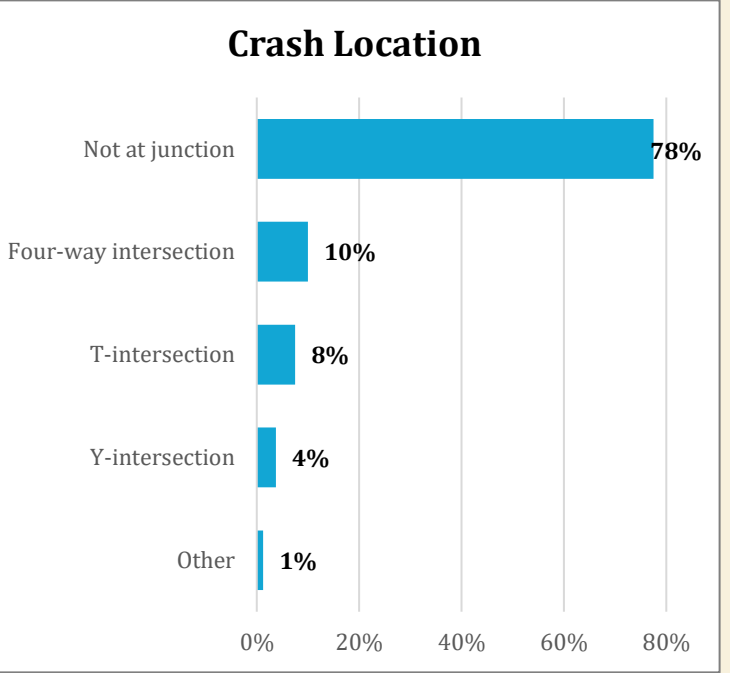
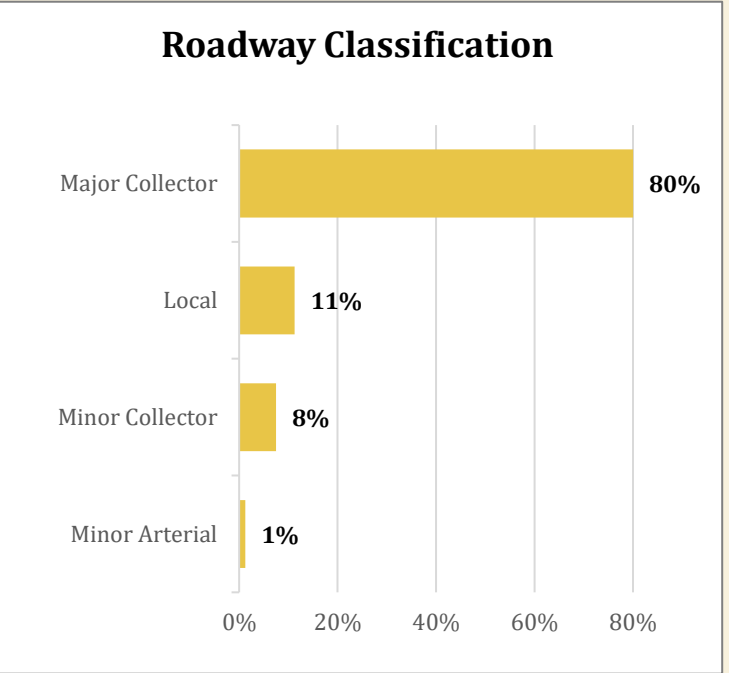
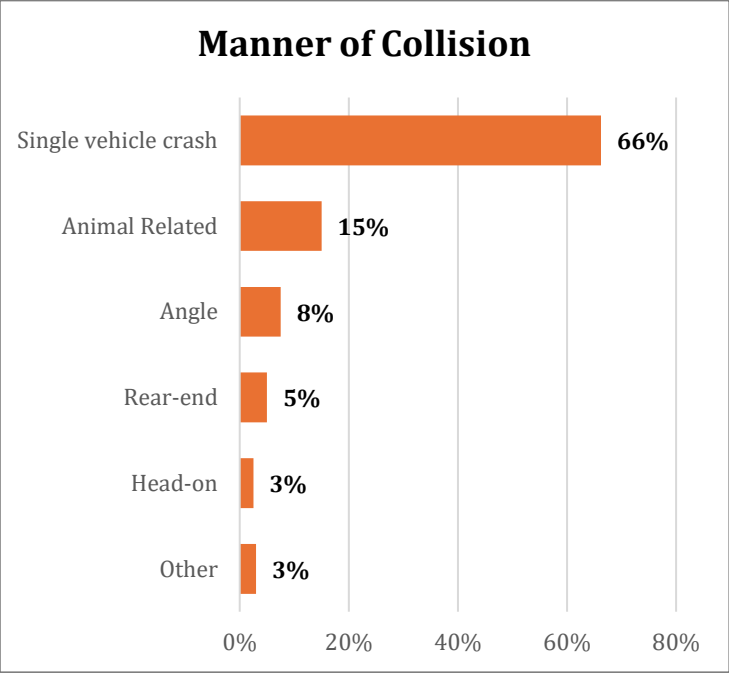
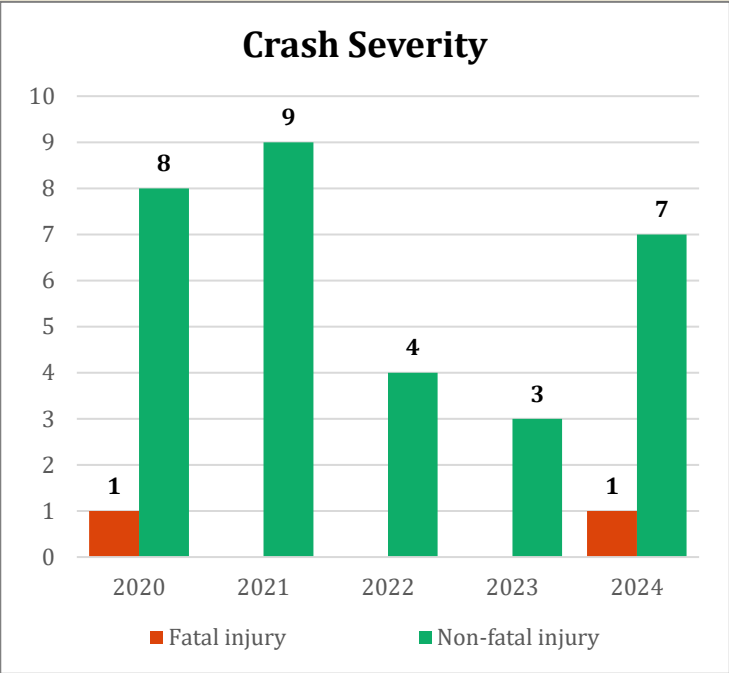


CITY/TOWN NAME: WESTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



2020–16	2021–17	2022–11	2023–18	2024–18
Overview				
- Annual Crashes/1,000 Population – 10 - Total Fatal Crashes – 2 - Total Vulnerable Road User Crashes – 2 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 53 - Total Speeding-Related Crashes – 16				
Key Trends				
40% of crashes resulted in injury. 50% of the fatal crashes were angle crashes. 50% of the fatal crashes were single-vehicle crashes. 80% of crashes happened on major collectors. 66% of crashes were single-vehicle crashes. 53% of crashes occurred in daylight. 58% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Southampton Road and Main Road	6	130	
2.	Shaw Road, Northwest Road and Chesterfield Road	4	66	
3.	North Road, Kings Highway and Easthampton Road	2	64	
4.	Loudville Road	1	32	
5.	Hooker Road and North Road	1	32	

CITY/TOWN NAME: WESTHAMPTON
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WILBRAHAM

Crash Statistics Over a Five-Year Period (2020–2024)



2020-201	202-239	2022-279	2023-272	2024-279
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Overview

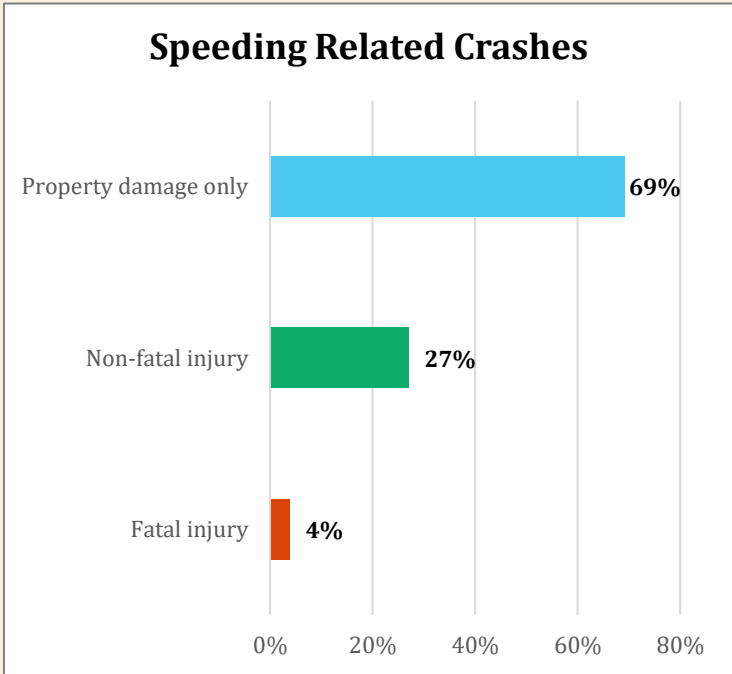
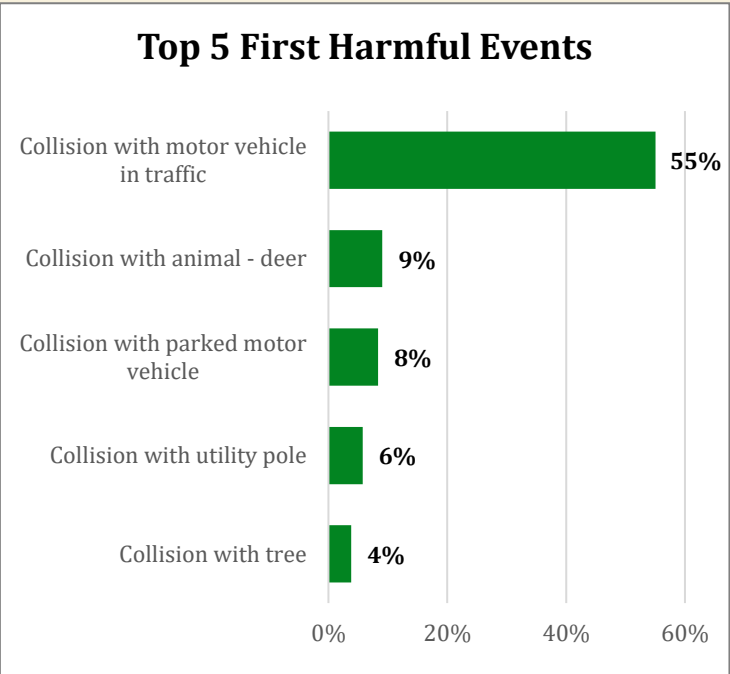
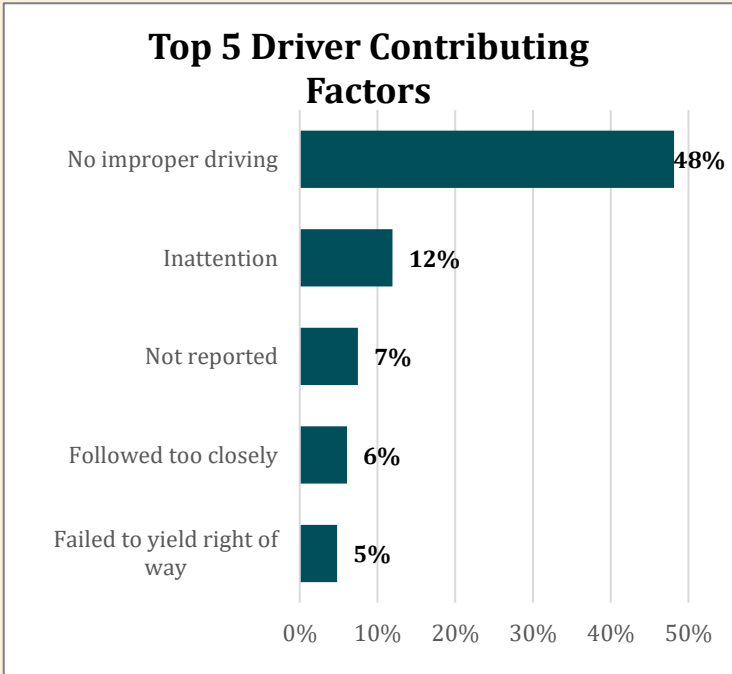
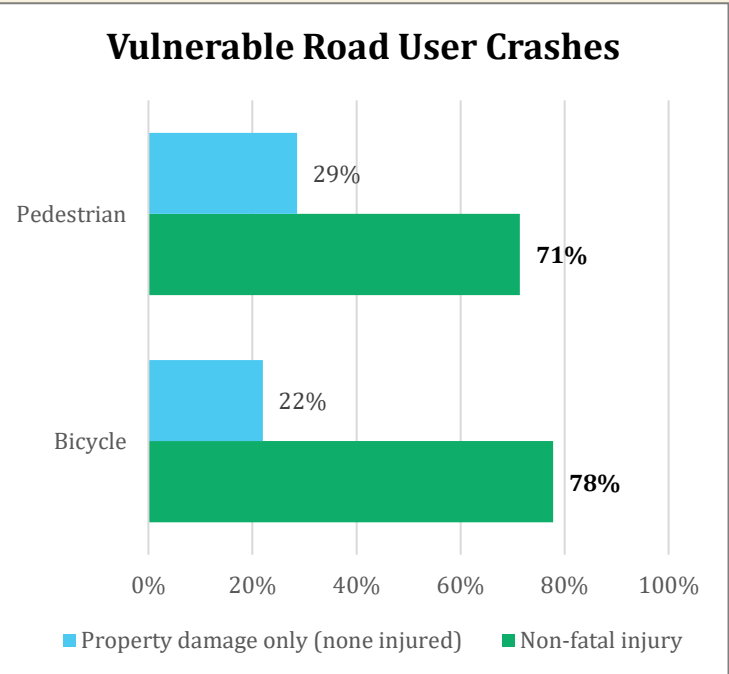
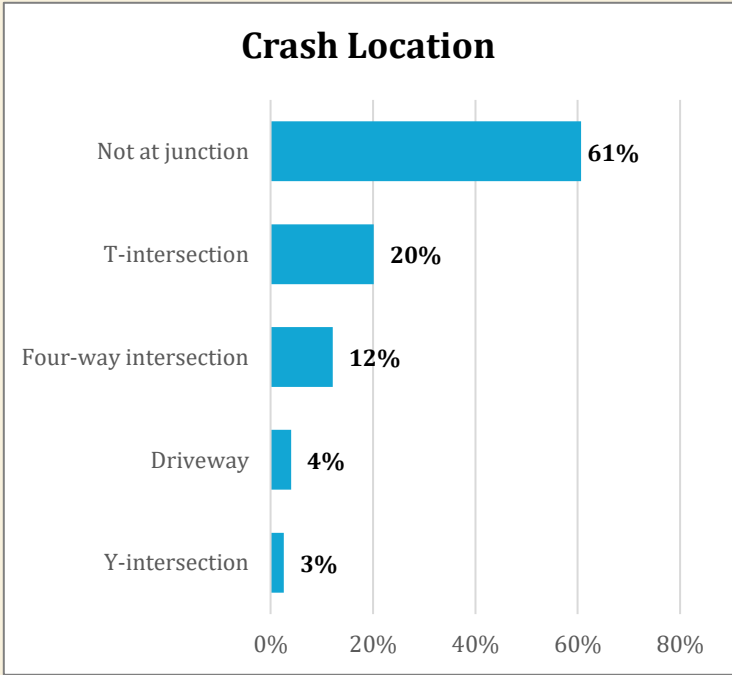
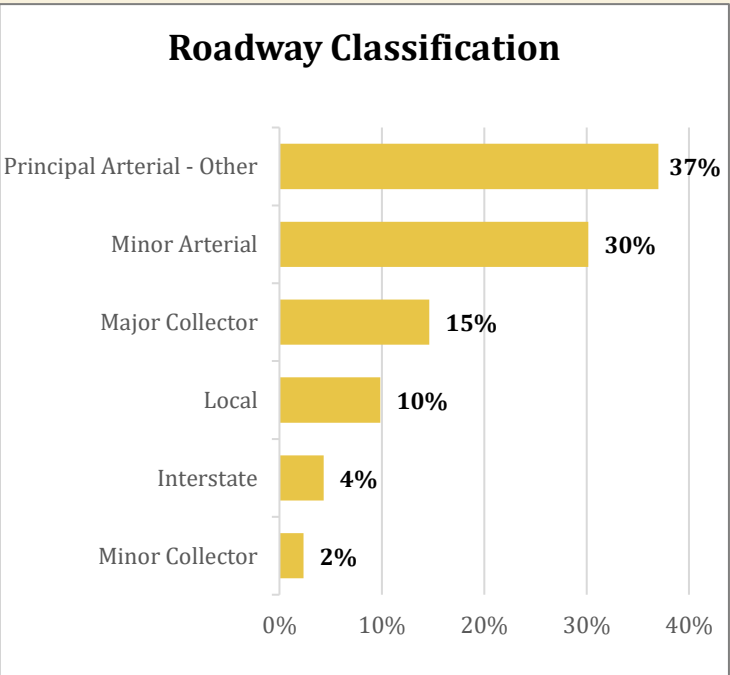
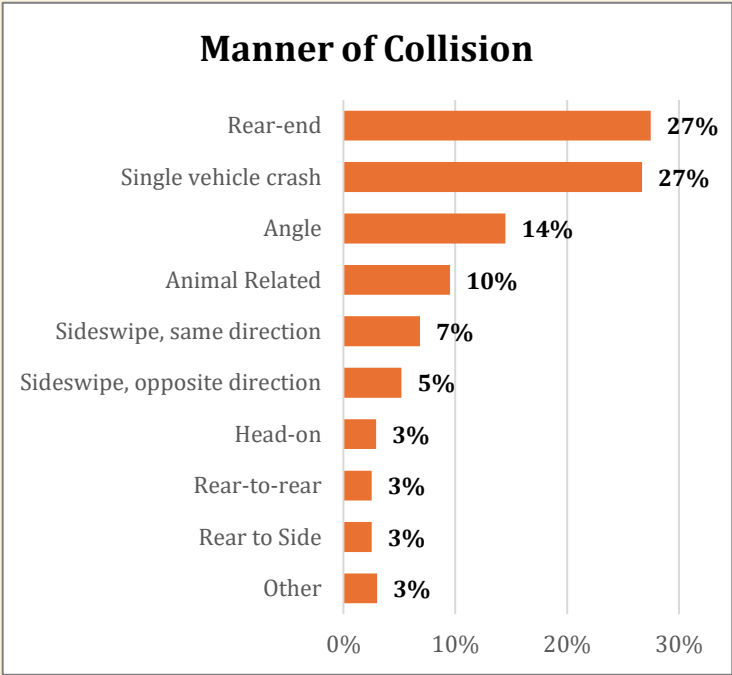
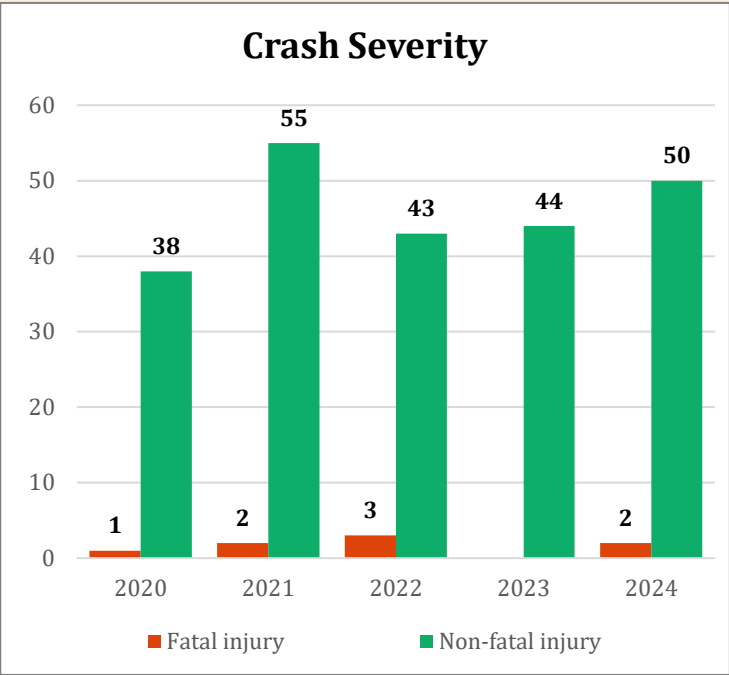
- Annual Crashes/1,000 Population – 17
- Total Fata Fatal Crashes – 8
- Total Vulnerable Road User Crashes – 16
- Total Vulnerable Road User Fatalities - 0
- Total Single-Vehicle Crashes – 339
- Total Speeding-Related Crashes – 52

Key Trends

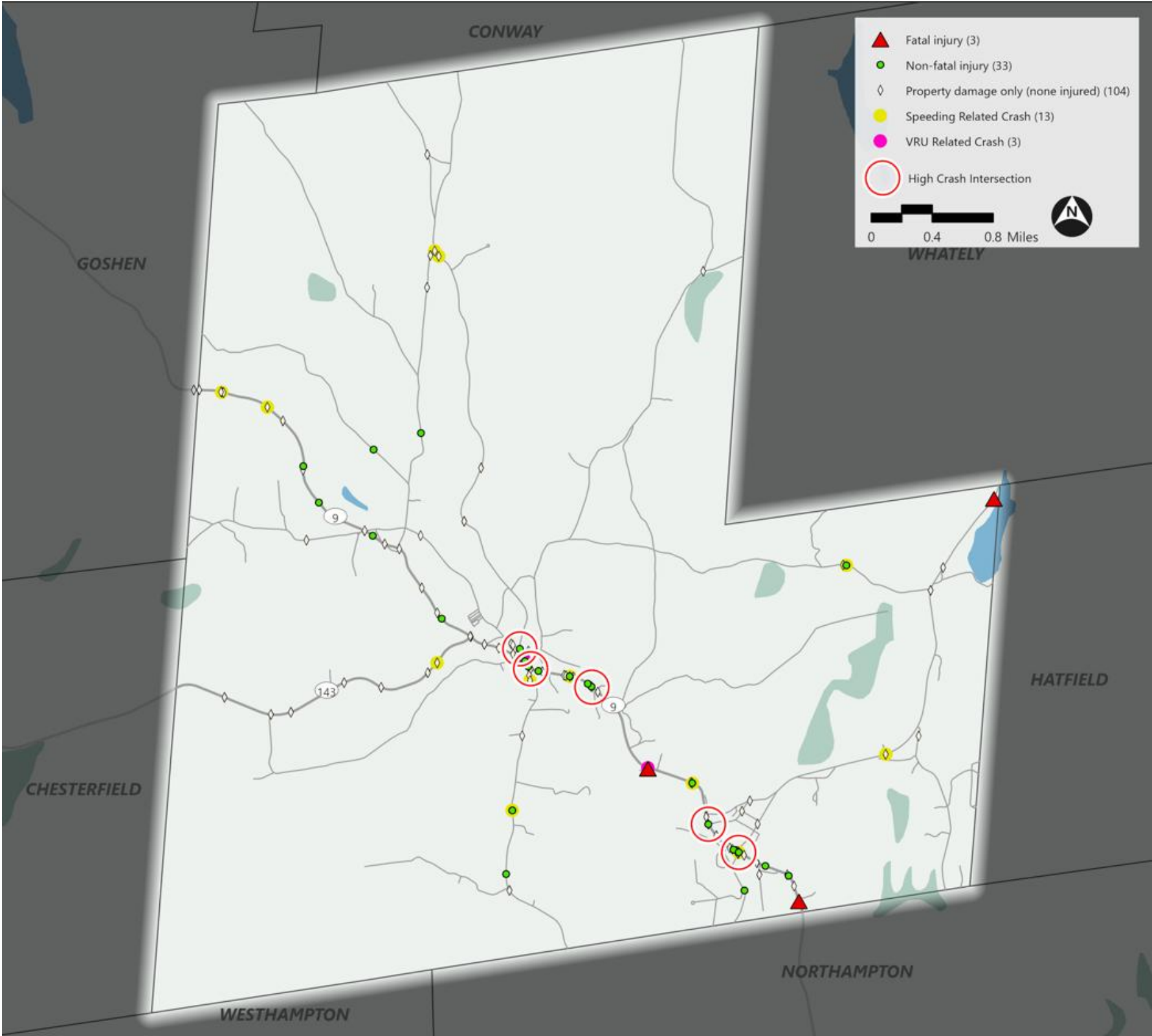
- 19% of crashes resulted in injury.
- 50% of the fatal crashes were single-vehicle crashes.
- 37% of crashes happened on principal arterials.
- 27% of crashes were rear-ends.
- 72% of crashes occurred in daylight.
- 79% of crashes occurred on dry surface conditions.

High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	Old Boston Road and Boston Road	23	209
2.	Stony Hill Road and Boston Road	73	202
3.	Monson Road and Glendale Road	14	178
4.	Soule Road and Stony Hill Road	14	178
5.	Three Rivers Road and Boston Road	11	144

CITY/TOWN NAME: WILBRAHAM
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WILLIAMSBURG
Crash Statistics Over a Five-Year Period (2020–2024)



2020–41	2021–33	2022–27	2023–28	2024– 16
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Overview

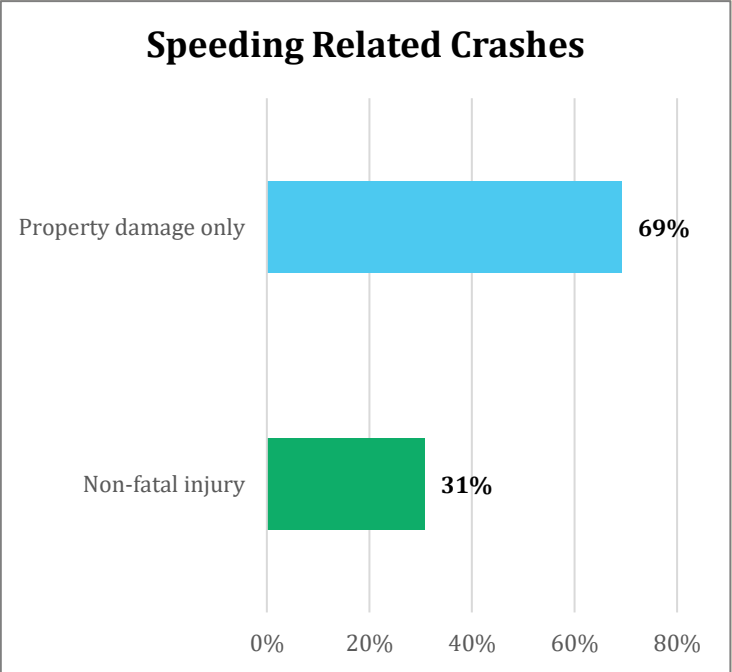
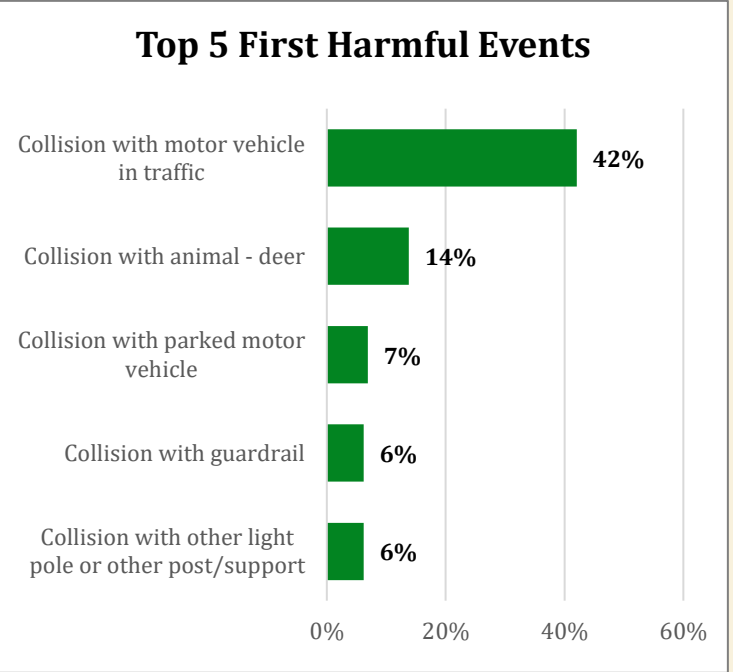
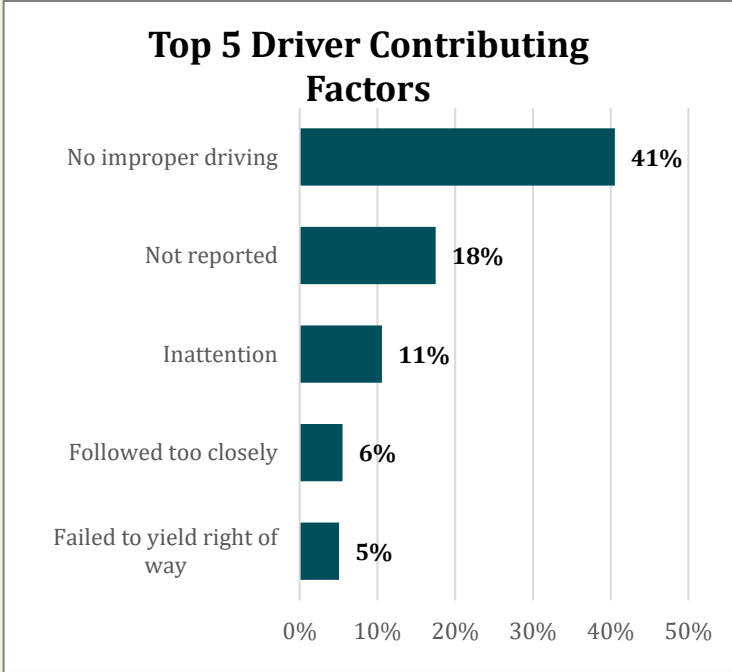
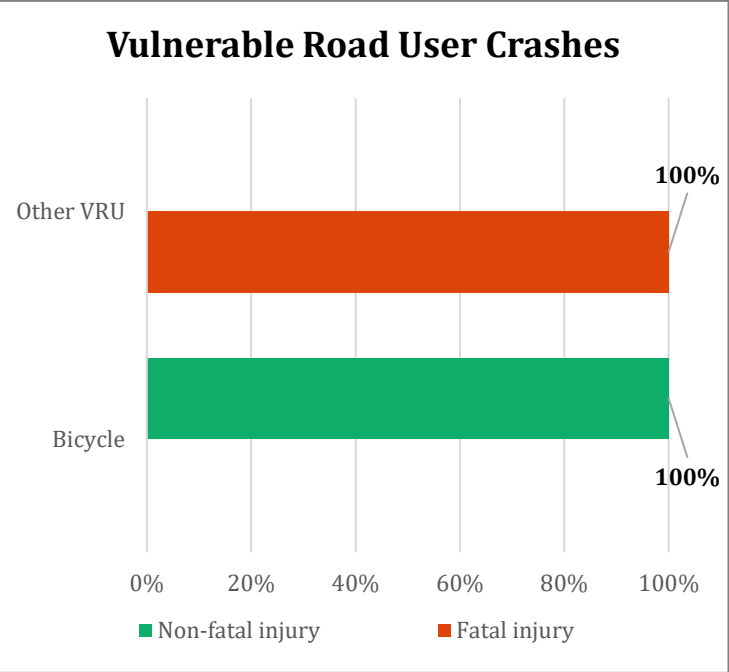
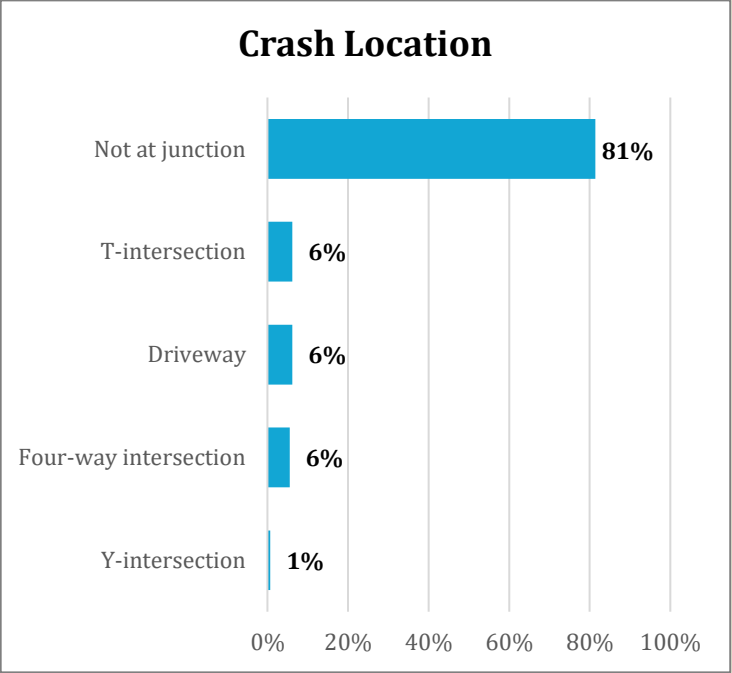
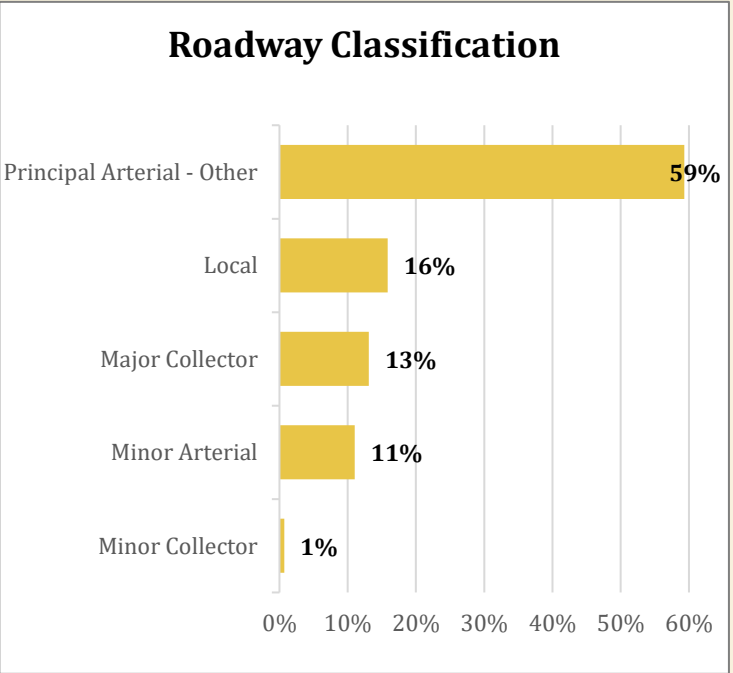
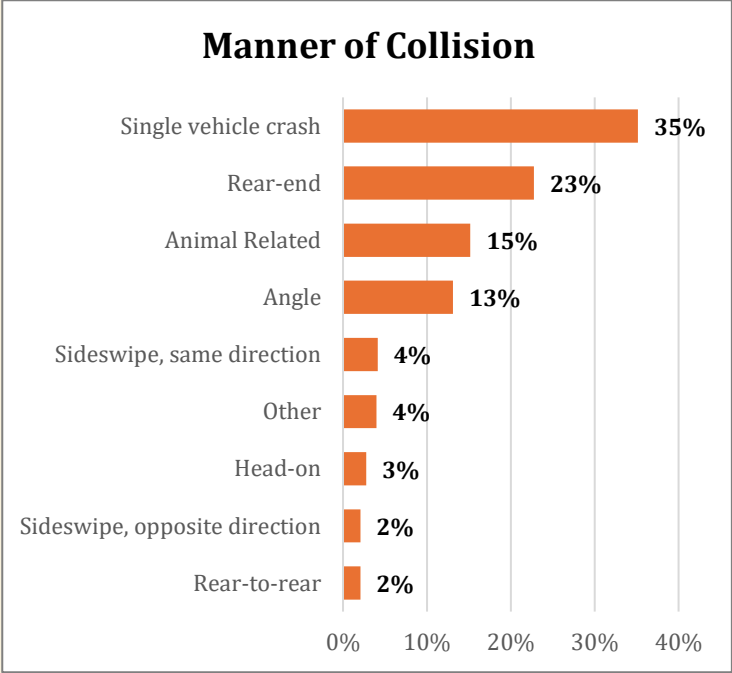
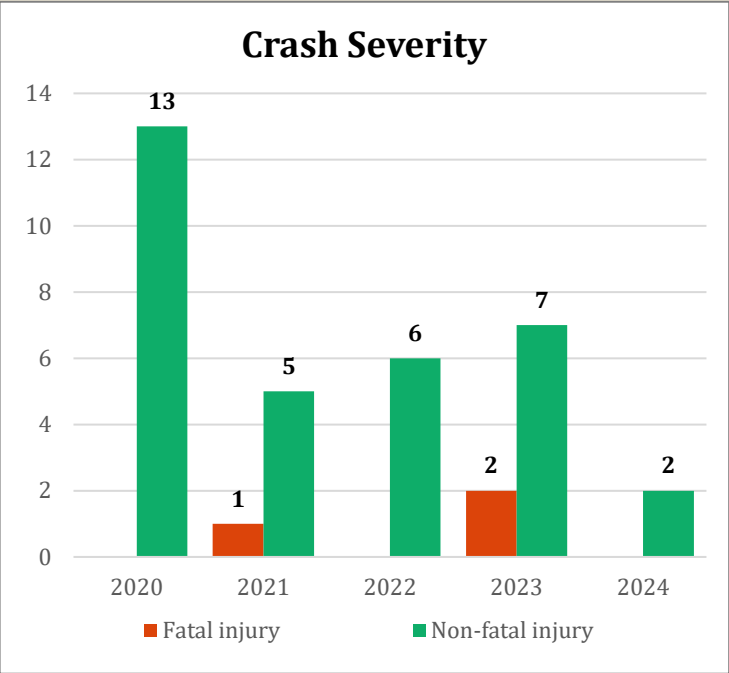
- Annual Crashes/1,000 Population – 12
- Total Fatal Crashes – 3
- Total Vulnerable Road User Crashes – 3
- Total Vulnerable Road User Fatalities – 1
- Total Single-Vehicle Crashes – 51
- Total Speeding-Related Crashes – 13

Key Trends

- 25% of crashes resulted in injury.
- 33% of the fatal crashes were head-on crashes.
- 33% of the fatal crashes were other VRU-related crashes.
- 33% of the fatal crashes were single-vehicle crashes.
- 59% of crashes happened on principal arterials.
- 35% of crashes were single-vehicle crashes.
- 66% of crashes occurred in daylight.
- 80% of crashes occurred on dry surface conditions.

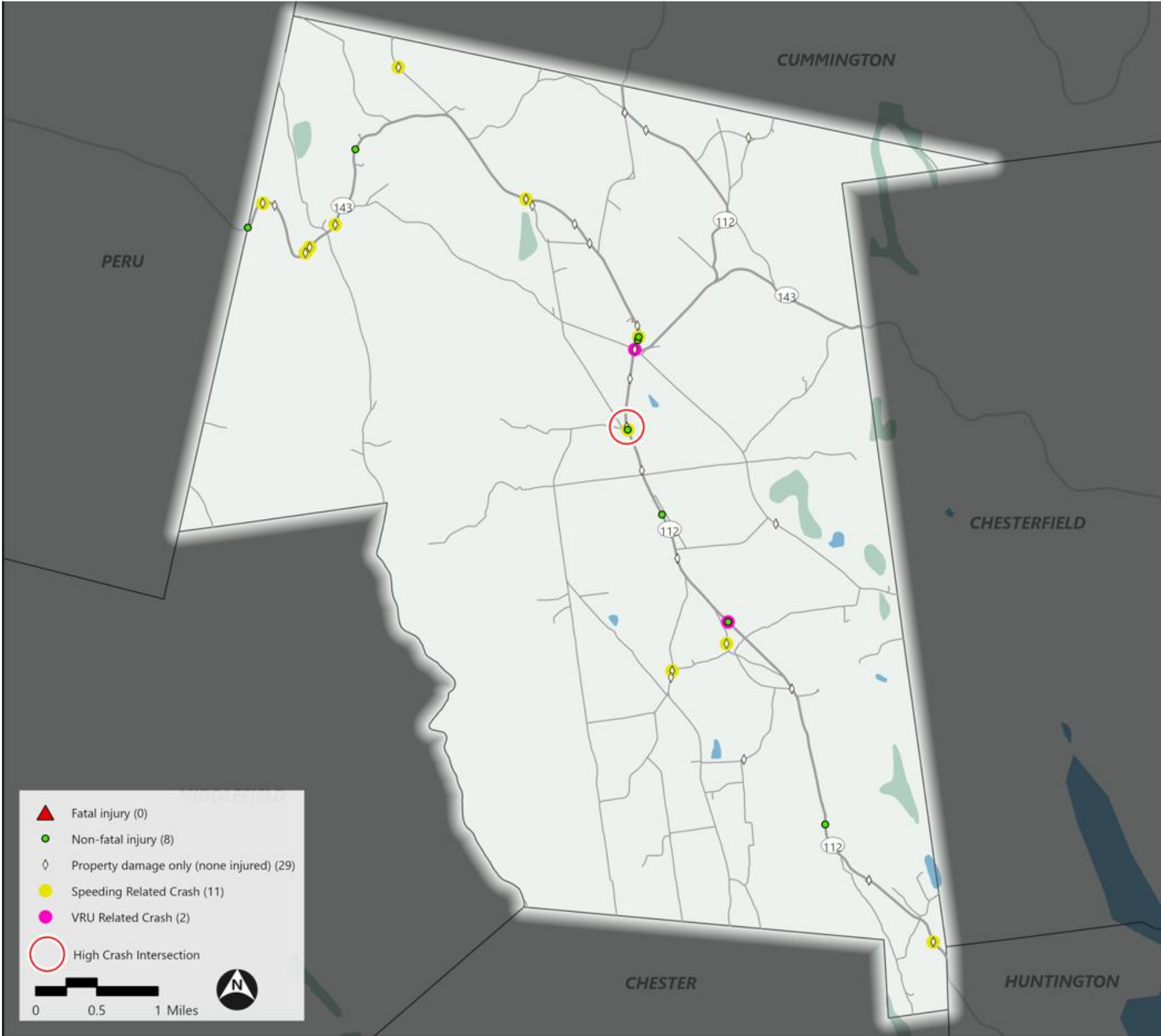
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score
1.	High Street, Bridge Street and Main Street	11	122
2.	East Main Street, North Main Street and North Street	2	64
3.	River Road and Main Street	3	43
4.	South Street and Main Street	5	36
5.	Kinsley Avenue and Main Street	2	33

CITY/TOWN NAME: WILLIAMSBURG
Crash Statistics Over a Five-Year Period (2020–2024)



CITY/TOWN NAME: WORTHINGTON

Crash Statistics Over a Five-Year Period (2020–2024)



2020-10	2021-12	2022-5	2023-4	2024-9
Overview				
- Annual Crashes/1,000 Population – 7 - Total Fatal Crashes – 0 - Total Vulnerable Road User Crashes – 2 - Total Vulnerable Road User Fatalities – 0 - Total Single-Vehicle Crashes – 29 - Total Speeding-Related Crashes – 11				
Key Trends				
20% of crashes resulted in injury. 43% of crashes happened on major collectors. 73% of crashes were single-vehicle crashes. 50% of crashes occurred in dark-roadway not lighted. 53% of crashes occurred on dry surface conditions.				
High Crash Intersections	Intersection Location	Total Crashes	EPDO Score	
1.	Starkweather Hill Road at Huntington Road	2	33	

CITY/TOWN NAME: WORTHINGTON
Crash Statistics Over a Five-Year Period (2020–2024)

