Safety

Introduction

The MRPC has an ongoing commitment to the goal of improving roadway safety in the Montachusett Region (Region) for all transportation modes. The MRPC has and will continue to work with MassDOT and MRPC Member Communities to improve roadway safety. The following content provides a snapshot of the existing safety conditions and information for improving safety in the Region.

2023 Massachusetts Strategic Highway Safety Plan

The MRPC continues to work cooperatively and in coordination with MassDOT for the implementation of the most recent Massachusetts Strategic Highway Safety Plan (Plan) (2023 Plan completed: 12/22). The Plan seeks to improve safety on all public roads in Massachusetts (state). The Plan provides a framework for how the state will work to make its roadways safer for all roadway users. The Vision Zero, Safe System Approach, Equity: Equitable Distribution of Resources, and Collaboration Efforts of the Plan are briefly described below.

VISION ZERO

The state's top priority on all public roadways (from residential streets to interstate highways disregarding jurisdiction and functional classification) is ensuring the safety of all roadway users whether a roadway user is driving an automobile, pickup truck, large truck, motorcycle, riding as a passenger, walking, bicycling, on a wheelchair, or using any other mobility device. One life lost or seriously diminished on the states' roadways is one too many. The state is committed to the goal of zero roadway fatalities and serious injuries.

SAFE SYSTEM APPROACH

To achieve Vision Zero, the state has adopted a Safe System Approach (SSA) that addresses and mitigates the risks inherent on roadways. The SSA is endorsed by the U.S. Department of Transportation as a framework for addressing roadway safety in a holistic manner. The SSA is a

system that works by anticipating human mistakes and keeps the kinetic energy of a crash on the human body at a tolerable level. A successful SSA identifies and mitigates risks on the roadway system to prevent crashes rather than waiting for crashes to occur followed by taking action afterward. The SSA approach requires responsibility for crash risk identification and mitigation across all agencies and communities. This includes those responsible for planning, programming, designing, constructing, maintaining, and utilizing (road users). Not to be forgotten are those who create, enforce, and adjudicate roadway system laws.

EQUITY: THE EQUITABLE DISTRIBUTION OF RESOURCES

The state has incorporated equity into every actionable effort that flows from the Plan. In this context, equity means the distribution of all roadway resources to all people in a just and impartial way. The actions to be taken will address the disproportionate harm that vulnerable populations and people of color often suffer on the state's roadways. An action plan will be undertaken to understand why the existing disparities exist through analysis of roadway fatality and serious injury crash data including all possible factors and the best practices to mitigate them.

COLLABORATION

The state is developing partnerships for every actionable effort that will flow from the Plan. Partnerships include supporting communities and other public entities to address safety locally and regionally, especially since most of the state's roadways (approximately 80%) are under local jurisdiction. Many communities have already taken steps to improve safety that the state will augment and learn from. The Plan seeks partnerships with philanthropic and private entities. It is important to realize that no single entity can achieve the Vision Zero goal alone.

This link provides access to the Plan <u>2023 Plan Download</u>

Impact of COVID on Fatalities and Serious Injuries

Reducing the number of Fatalities and Serious Injuries is the top priority in the Region. Since the COVID pandemic began, fatal crashes have increased dramatically in the Region, so it is urgent

to expedite coordinated action to prevent fatal crashes. Serious Injuries have increased as well but not as dramatically as Fatalities.



Figure 4.2-1: Region Total Fatalities*

Year 2021 total Fatalities more than doubled the year 2020 total Fatalities (17 to 8, a 113% increase) after declining an average of four (4) Fatalities year to year from years 2017-2020 for the highest total since year 2018. Fortunately, year 2021 total Fatalities are not a new high for the Region as over the past 16 years, Fatalities occurred 30 times in year 2006, 17 times in year 2012, 23 times in year 2013, 21 times in year 2017, and 19 times in year 2018.



Figure 4.3-2: Region Total Serious Injuries*

Montachusett MPO - Journey to 2050

After a small decline in total Serious Injuries from years 2019-2020 (103-94, an 8.7% decrease), total Serious Injuries increased moderately in year 2021 from 94-107 (a 13.8% increase). This is the highest Serious Injuries total since year 2016 when 110 Serious Injuries occurred.

*Source for all crash data in this chapter: MassDOT. **NOTE**: Crash data is regularly updated by MassDOT which may/will increase or decrease Fatality data, Serious Injury data, and all crash cluster data.

Safety Needs

Total Fatalities Trend by 5-Year Rolling Average

The figure Region Total Fatalities 5-Year Rolling Averages (Figure 4.3-3) below graphically

represents the number of roadway crash Fatalities that occurred in the Region from 2012-2021 (the last year of each 5-year period). The number of Fatalities is provided as an annual average based on a five-year rolling average (i.e., years 08-12, 09-13, etc.).





Figure 4.3-3: Region Total Fatalities 5-Year Rolling Averages

Montachusett MPO - Journey to 2050

Figure 4.3-3 shows that the number of Fatalities that occurred remained consistent at 15 Fatalities over the years of 09-13 to 12-16 with the 08-12 period being an exception with 14 Fatalities. The 13-17 period saw an increase of one (1) Fatality to 16 Fatalities, but the number of Fatalities receded to 15 Fatalities for the years 14-18 to 16-20. The number of Fatalities returned to 16 for the 17-21 period which includes the impact of the COVID pandemic year of 2021, but also year 2020 which experienced the lowest number of Fatalities (8) of any year since 2014. Fortunately, this is not a new high for the Fatality 5-year rolling average analysis for the Region, but it does equal the previous high of the 13-17 period.

This resulted in Fatalities trending upward since 2012 as depicted by the Trend Line in **Figure 4.3-3**. To begin to reverse the upward trend in Fatalities in the Region to meet the Vision Zero goal, Safe System Approach projects need to be considered for development on the roadways where the Fatalities occur. The MRPC will contact Member Communities concerning the historic locations of Fatalities for further study and potential project development.

Total Serious Injuries Trend by 5-Year Rolling Average

The figure Region Total Serious Injuries 5-Year Rolling Averages (Figure 4.3-4) below graphically

represents the number of roadway crash Serious Injuries that occurred in the Region from 2012-2021 (the last year of each 5-year period). The number of Serious Injuries is provided as an annual average based on a five-year rolling average.



Figure 4.3-4 shows that the number of Serious Injuries decreased 21.6% for a decrease of 27 Serious Injuries from 125 to 98 from the 08-12 period to the 17-21 period. The most significant decrease in the number of Serious Injuries occurred from 08-12 period to 13-17 period which saw a decrease of 22.4% for a decrease of 28 Serious Injuries from 125 to 97. The number of Serious Injuries rose during the 15-19 period to 100 followed by a minor decrease of two (2) Serious Injuries during the 16-20 period. The number of Serious Injuries for the 17-21 period equaled the 16-20 period total of 98 which includes the impact of the COVID pandemic year of

2021. Fortunately, this is not a new high for the Serious Injury 5-year rolling average analysis for the Region.



Figure 4.3-4: Region Total Serious Injuries 5-Year Rolling Averages

This resulted in Serious Injuries trending downward since 2012 as depicted by the Trend Line in **Figure 4.3-4**. To continue the downward trend of Serious Injuries from 17-21 total of 98 in the Region to meet the Vision Zero goal, Safe System Approach projects need to be considered for development on the roadways where the Serious Injuries occur. MRPC will contact Member Communities concerning the historic locations of Serious Injuries for further study and potential project development.

All Mode High Crash Intersections (HCIs) At-Risk Road Segments for Crash Type Speeding (*At-Risk Rd Segs*)

HCIs include all crashes involving all types of motorized vehicles and people that are:

- Walking / on bicycles / using public transportation / or using any other mobility means such as wheelchairs.

HCIs prioritize Fatal crashes and Serious Injury crashes over crashes that result in property damage only. Please see the HSIP Project Selection Criteria for more information.

- Table 4.3-1 below shows that for the 3-year period of 2017-2019, a total of 106 HCIs occurred in Member Communities.
- The HCIs are unevenly distributed among 15 Member Communities.
- 71.7% (76 of 106) of the HCIs occurred in the three Member Communities of Fitchburg, Gardner, and Leominster.

	# of HCIs Per
COMMUNITIES	Community
ASHBY	1
ATHOL	3
AYER	1
CLINTON	3
FITCHBURG	29
GARDNER	11
GROTON	3
HARVARD	1
LANCASTER	3
LEOMINSTER	34
LEOMINSTER & FITCHBURG*	2
LUNENBURG	3
STERLING	3
TOWNSEND	3
WESTMINSTER	3
WINCHENDON	3
REGION TOTAL:	106
REGION TO THE	100

Table 4.3-1: HCIs Per Member Communities

*HCIs occurred at City Lines

All 106 HCIs need safety improvements. However, projects cannot be completed for all of them at the same time. In light of this, the MRPC recommends that Member Communities select at least one to submit as a safety improvement project. Please see the Appendix for the full All Mode HCIs Table.

Please contact the MRPC for further information on the full All Mode HCIs Table.

Table 4.3-2 below list the:

- Top 10 HCIs in the Region that may also abut *At-Risk Rd Segs*.
- HCIs that are listed in the state's Top 200 High Crash Locations Report.
- HCIs that are NEAR Top 200 HCLs that may also abut *At-Risk Rd Segs*.
- HCIs that overlap Bike and Pedestrian High Crash Locations that may also abut At-Risk Rd Seqs.

NOTE: 48 HCIs abut 40 At-Risk Rd Segs.

NOTE: All Ped and Bike HCLs in the Region are included in Table 4.3-2.

• Table 4.3-2 is NOT A PRIORITIZED LIST of HCIs. Each of the 106 HCIs in the full HCIs

table is a priority for safety improvement.

Table 4.3-2: Top 10 Region HCIs / HCIs that are also (or near) Top 200 HCLs / Ped HCLs / Bike HCLs and Abut At-Risk Rd Segs in Member Communities

		State			
		Тор	Overlap	Overlap	Abut At-
		200	Bike	Ped	Risk Rd
COMMUNITIES	HCls 2017 - 2019	HCLs [^]	HCLs^^	HCLs^^	Segs*
FITCHBURG	1. WATER ST (SR 12) at WANOOSNOC RD	•			•
LEOMINSTER	2. NORTH MAIN ST (SR 12) at LINDELL AVE	•			•
	3. MAIN ST (SR 13) at HAMILTON ST	•	٠		•
LANCASTER	4. LOWER BOLTON RD (SR 110) at BOLTON RD	•			•
LEOMINSTER	5. HAWS ST at RT 2 EXIT 100 ON/OFF RAMP				•
FITCHBURG	6. LUNENBURG ST (SR 2A) at BOUTELLE ST				
	7. SOUTH ST at WANOOSNOC RD				•
LEOMINSTER	8. NORTH MAIN ST (SR 12) at NELSON ST				•
FITCHBURG	9. MAIN ST (SR 2A) at NORTH ST			•	•
	10. BEMIS RD at AIRPORT RD				
LEOMINSTER	MAIN ST (SR 13) at RAILROAD ST		●**		•
FITCHBURG	MAIN ST at CUSHING ST			•	•
LEOMINSTER	MONUMENT SQ (SR 12) at MECHANIC ST			•	•
FITCHBURG	MAIN ST at BOULDER DR			•	•
LEOMINSTER	MAIN ST (SR 13) at RIVER ST	•**	•		•
FITCHBURG	MAIN ST at WATER ST			•	•
	WATER ST (SR 12) at MARKET BASKET DRW			•	
ATHOL	MAIN ST (SR 2A) at EXCHANGE ST		•		•
FITCHBURG	WATER ST (SR 12) at LAUREL ST (SR 2A)			•	•
GARDNER	MAIN ST (SR 68) at WILLOW ST			•	
FITCHBURG	WATER ST (SR 12) at WANOOSNOC RD	•**			•

^HCIs that are included in the state's Top 200 High Crash Locations Report

^^Bike and Ped HCLs are included in the state's Top 200 High Crash Locations Report

*Identified Locations from the At-Risk Road Segments for Speeding

**Any HCIs located near a State Top 200 HCL or a Bike HCL

For At-Risk Rd Segs and to achieve the Safe Systems Approach and the Equity efforts of the

Plan, road segments that are susceptible to Fatal crashes and Serious Injury crashes related to speeding were identified by MassDOT using the following risk factors:

 Roadway Risk Factors: The occurrence of Fatal crashes and Serious Injury crashes that exceeded the speed limit; Average Annual Daily Traffic (AADT); degree of road curvature; posted speed limit; presence of a sidewalk on at least one side of the road; divided or undivided road; stability of road shoulder; and other factors.

 Societal Risk Factors: Proportion of younger drivers in a community; vulnerable and people of color populations within a community; and other demographic and socioeconomic characteristics.

NOTE: Not all Risk Factors need to occur on a road segment for that road segment to become an *At-Risk Rd Seg*. For example, road curvature does not need to exist on a road segment, but if it does exist, then it becomes a Risk Factor.

- Table 4.3-3 below shows that for the 5-year period of 2013-2017, a total of 160 At-Risk
 Rd Segs were identified in Member Communities.
- At-Risk Rd Segs are unevenly distributed among 19 Member Communities.
- 57% (91 of 160) of the *At-Risk Rd Segs* occurred in five Member Communities: Clinton;
 Fitchburg; Groton; Lancaster; Leominster.

	# of At-Risk Rd
	Segs Per
COMMUNITIES	Community
ASHBURNHAM	3
ASHBY	2
ATHOL	7
AYER	8
CLINTON	10
FITCHBURG	31
GARDNER	9
GROTON	13
HARVARD	3
LANCASTER	11
LEOMINSTER	26
LUNENBURG	5
PETERSHAM	2
SHIRLEY	4
STERLING	3
TEMPLETON	2
TOWNSEND	9
WESTMINSTER	7
WINCHENDON	5
REGION TOTAL:	160

Table 4.3-3: At-Risk Rd Segs Per Member Communities

• All 160 At-Risk Rd Segs need safety improvements. However, projects cannot be completed for all of them at the same time. In light of this, the MRPC recommends that

Member Communities select at least one to submit as a safety improvement project. Please see the Appendix for the full *At-Risk Rd Segs* Table. Please contact the MRPC for further information on the full *At-Risk Rd Segs* Table.

Tables 4.3-4A and 4.3-4B below list the 40 At-Risk Rd Segs that also abut at least one HCI.

Intersection crashes were not included in this analysis. Intersections are covered in the *All Mode HCIs* analysis above.

COMMUNITIES	At-Risk Rd Segs	Abut All Mode HCI*
ATHOL	MAIN STREET	•
	SOUTH MAIN STREET	•
CLINTON	HIGH STREET	•
	WATER STREET	•
FITCHBURG	ELECTRIC AVENUE	•
	JOHN FITCH HIGHWAY	•
	LAUREL STREET	•
	MAIN STREET	•
	MOUNT ELAM ROAD	•
	NORTH STREET	•
	OLD SOUTH STREET	•
	PEARL STREET	•
	PRINCETON ROAD	•
	RIVER STREET	•
	SOUTH STREET	•
	WANOOSNOC ROAD	•
	WATER STREET	•
	WESTMINSTER STREET	•
GARDNER	TIMPANY BOULEVARD	•
GROTON	BROADMEADOW ROAD	•
	LONGLEY ROAD	•
	LOWELL ROAD	•
LANCASTER	CENTER BRIDGE ROAD	•
	HIGH STREET EXTENSION	•
	LOWER BOLTON ROAD	•
	MAIN STREET	•

	Table 4.3-4A: At-Risk	Rd Segs that Abut	HCIs in Member	Communities
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*Abuts at least 1 HCI

COMMUNITIES	At-Risk Rd Segs	Abut All Mode HCI*
LEOMINSTER	HAMILTON STREET	•
	HARVARD STREET	•
	HAWS STREET	•
	LITCHFIELD STREET	•
	MAIN STREET	•
	MECHANIC STREET	•
	MONUMENT SQUARE	•
	NORTH MAIN STREET	•
	RIVER STREET	•
	TOLMAN AVENUE	•
TOWNSEND	SOUTH STREET	•
WESTMINSTER	EAST MAIN STREET	•
WINCHENDON	FRONT STREET	•
	SCHOOL STREET	•

Table 4.3-4B: At-Risk Rd Segs that Abut All Mode HCIs in Member Communities

*Abuts at least 1 HCI

Future Analysis: Other Crash Types that May Occur on At-Risk Road Segments Segments with Excessive Fatal and/or Serious Injury crashes

The following list of Crash Types are susceptible to Fatal crashes and Serious Injury crashes on road segments. MassDOT has developed Risk Factors for the highlighted Crash Types. The MRPC will be conducting an analysis of these Crash Types in the near future. Risk Factors for **At-Grade Rail Crossing**; **Intersection**; and **Safety of Persons Working on Roadway** (Work Zone) Crash Types are under development by MassDOT.

At-Grade Rail Crossing: It is a crash in which the **ROADWAY JUNCTION TYPE** field in the crash report is reported to be a **RAILWAY GRADE CROSSING**.

Bicycle/Bicyclist: It is a crash in which the **PERSON TYPE** field in the crash report is reported to be **NON-MOTORIST** and the **NON-MOTORIST TYPE** field in the crash report is reported to be **CYCLIST**.

Distracted Driver: It is a crash in which the DRIVER DISTRACTED TYPE field in the crash report is reported to be MANUALLY OPERATING AN ELECTRONIC DEVICE; TALKING ON HANDS-FREE ELECTRONIC DEVICE; TALKING ON HAND-HELD ELECTRONIC DEVICE; OTHER ACTIVITY; ELECTRONIC DEVICE; OTHER ACTIVITY (SEARCHING, EATING, PERSONAL HYGIENE, ETC.); PASSENGER; or EXTERNAL DISTRACTION (OUTSIDE THE VEHICLE).

Impaired Driving: It is a crash in which one or more drivers is reported as being suspected of using alcohol. On the crash report ALCOHOL SUSPECTED FIELD equals YES.

- *Intersection*: It is a crash in which the **ROADWAY JUNCTION TYPE** field in the crash report is reported to be either a **T** intersection; **Y** intersection; **4-WAY** intersection; **5-POINT OR MORE** intersection; or **TRAFFIC CIRCLE**.
- Lane Departure: It is a crash in which the VEHICLE SEQUENCE OF EVENTS field in the crash report is reports as a collision with a CURB; TREE; UTILITY POLE; LIGHT POLE;
 GUARDRAIL; SIGN POST; FENCE; MAIL BOX; BRIDGE (or any other roadside object);
 RAN OFF THE ROAD RIGHT; RAN OFF THE ROAD LEFT; CROSS MEDIAN/CENTERLINE.
- Large Truck Involved: It is a crash in which the VEHICLE CONFIGURATION CODE field in the crash report is reported to be BUS (SEATS FOR 16 OR MORE, INCLUDING DRIVER); BUS (SEATS FOR 9-15 PEOPLE, INCLUDING DRIVER); SINGLE-UNIT TRUCK (2-AXLE, 6-TIRES); SINGLE-UNIT TRUCK (3-OR-MORE AXLES); TRUCK/TRAILER; TRUCK TRACTOR (BOBTAIL); TRACTOR/SEMI-TRAILER; TRACTOR/DOUBLES; TRACTOR/TRIPLES; UNKNOWN HEAVY TRUCK, CANNOT CLASSIFY.
- Motorcycle/Motorcyclist: It is a crash in which the VEHICLE CONFIGURATION CODE field in the crash report is reported to be MOTORCYCLE.
- **Occupant Protection**: It is a crash in which the **PROTECTIVE SYSTEM USE** field in the crash report is reported to be **NO**.
- **Older Driver**: It is a crash in which the **AGE OF DRIVER OLDEST KNOWN** field in the crash report is reported to be between the ages of **65 AND 110**.
- **Pedestrian**: It is a crash in which the **PERSON TYPE FIELD** in the crash report is reported to be **NON-MOTORIST** and the **NON-MOTORIST TYPE** field in the crash report is reported to be **PEDESTRIAN**.
- Safety of Persons Working on Roadways (Work Zone): It is a crash in which the WORK ZONE RELATED FLAG in the crash report is reported as YES.

Speeding: It is a crash in which the **DRIVER CONTRIBUTING CIRCUMSTANCE** field in the crash report is reported to be **EXCEEDED AUTHORIZED SPEED LIMIT**.

Young Driver: It is a crash in which the **AGE OF DRIVER – YOUNGEST KNOWN** field in the crash report is reported to be between the ages of **15 AND 20**.

Segments with Excessive Fatal and/or Serious Injury Crashes: Have been identified by MassDOT. The Top 5% and Next 10% segments will be considered for safety improvement projects. The MRPC will be conducting an analysis of these segments in the near future.

Safety Recommendations and Action Items

Action Items

- To improve safety at HCIs; Bike HCLs; Ped HCLs; and At-Risk Rd Segs, or any combination thereof, safety improvement projects need to be considered for development based on the strategies and actions found in the Plan.
- Safety project development includes the requirement of conducting a Road Safety Audit (RSA) that will provide safety improvements alternatives before the design is initiated.
- Member Communities may choose to contact the MRPC for the HCIs; Bike HCLs; Ped HCLs; and At-Risk Rd Segs that may exist within their community.
- MRPC will contact Member Communities concerning the HCIs; Bike HCLs; Ped HCLs; and At-Risk Rd Segs for further study and potential project development.
- HCIs; Bike HCLs; Ped HCLs; and *At-Risk Rd Segs* data is updated by MassDOT which may add locations or subtract existing locations.
- The MRPC maintains regional HCIs; Bike HCLs; Ped HCLs; and At-Risk Rd Segs Tables.
- The MRPC will be conducting an analysis of the Crash Types that are susceptible to Fatal crashes and Serious Injury crashes on road segments in the near future.

Future Safety Improvement Projects

Table 4.3-5 below lists the top HCI from the full All Mode HCIs Table for each Member
Community listed in Table 4.3-1 above. Please see the Appendix for the full All Mode HCIs
Table. All 106 locations in the table need safety improvements. However, projects cannot be

completed for all of them at the same time. In light of this, the MRPC recommends that

Member Communities select at least one to submit as a safety improvement project.

Table 4.3-5: Top HCIs in Member Communities											
COMMUNITIES	Top HCl in each Community 2017 - 2019	Crash Count	1) Fatal &/or Serious Injury	2) Minor &/or Possible Injury	1 & 2 Total	PDO	EPDO	Region Top 5%	Region Top 100	State Top 200 HCI	**
ASHBY	GREENVILLE RD (SR 31) at TURNPIKE RD	17	2	5	7	10	157	Yes			
ATHOL	TEMPLETON RD (SR 2A) at ORCHARD ST	14	0	4	4	10	94		Yes		
AYER	GROTON HARVARD RD at CENTRAL AVE	13	0	5	5	8	113	Yes			
CLINTON	MAIN ST (SR 68) at BROOK ST	10	0	4	4	6	90		Yes		
	STERLING ST (SR 62) at GREELEY ST	10	0	4	4	6	90		Yes		
FITCHBURG	WATER ST (SR 12) at WANOOSNOC RD	50	1	13	14	36	330	Yes		Yes	Yes
GARDNER	TIMPANY BLVD (SR 68) at CONANT ST	19	0	6	6	13	139	Yes			
GROTON	MAIN ST (SR 119) at LOWELL RD (SR 40)	19	0	3	3	16	79		Yes		
HARVARD	JACKSON RD at GIVRY ST	9	0	6	6	3	129	Yes			
LANCASTER	LOWER BOLTON RD (SR 110) at BOLTON RD	28	1	10	11	17	248	Yes		Yes	Yes
LEOMINSTER	NORTH MAIN ST (SR 12) at LINDELL AVE	47	3	9	12	35	287	Yes		Yes	Yes
LEOMINSTER* &	NORTH MAIN ST (SR 12) at BATTLES ST*	23	0	7	7	16	163	Yes			
FITCHBURG*	NORTH MAIN ST (SR 12) at ERDMAN WAY*	22	0	5	5	17	122	Yes			
LUNENBURG	CHASE RD (SR 13) at MASSACHUSETTS AVE (SR 2A)	9	0	5	5	4	109	Yes			
STERLING	PRINCETON RD (62) at REDEMPTION ROCK TRAIL (140)	13	0	4	4	9	93		Yes		
TOWNSEND	MAIN ST (SR 119) at SOUTH ST	16	0	4	4	12	96		Yes		
WESTMINSTER	E MAIN ST (2A) at RAMP-RTS 2 EB/140 SB TO RTS 2A/140	20	1	3	4	16	100	Yes			
WINCHENDON	SPRING ST (SR 12) at GARDNER RD (SR 140)	10	0	4	4	6	90		Yes		
										-	

*these 2 HCIs occurred at the City Line **Abuts At-Risk Rd Seg

Tables 4.3-6A and 4.3-6B below list one *At-Risk Rd Seg* from the full *At-Risk Rd Segs* Table for each Member Community listed in Table 4.3-3 above. Please see the Appendix for the full *At-Risk Rd Segs* Table. All 160 locations in the table need safety improvements. However, projects cannot be completed for all of them at the same time. In light of this, the MRPC recommends that Member Communities select at least one to submit as a safety improvement project.

Table 4.3-6A: A	t-Risk Rd Segs in N	Nember Communities
		Abuts All Mode
COMMUNITIES	At-Risk Rd Segs	HCI*
ASHBURNHAM	MAIN STREET	
ASHBY	MAIN STREET	
ATHOL	MAIN STREET	Yes
AYER	MAIN STREET	
CLINTON	MAIN STREET	
FITCHBURG	MAIN STREET	Yes
GARDNER	MAIN STREET	
GROTON	MAIN STREET	
*Abuts at least 1 H	ICI	

		Abuts All Mode
CONIMIUNITIES	At-RISK Rd Segs	HCI*
HARVARD	AYER ROAD	
LANCASTER	MAIN STREET	Yes
LEOMINSTER	MAIN STREET	Yes
LUNENBURG	MASSACHUSETTS AVE	
PETERSHAM	BARRE ROAD	
SHIRLEY	LANCASTER ROAD	
STERLING	MAIN STREET	
TEMPLETON	PATRIOTS ROAD	
TOWNSEND	MAIN STREET	
WESTMINSTER	EAST MAIN STREET	Yes
WINCHENDON	FRONT STREET	Yes

Table 4.3-6B: At-Risk Rd Segs in Member Communities

*Abuts at least 1 HCI