

Massachusetts

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Massachusetts	55	65	55	65	55	65	N

Massachusetts reported that speed limits apply to all roadways within the state. Trucks do not have a different designated speed limit.

Speeding-related Data

Massachusetts collects speeding-related crash and citation data. Regarding crash data, the contributing circumstance element on the state crash report form includes an option for speed. However, this field is often marked as unknown or empty by the investigating officer. Because of the data quality concerns, these data are not used to examine speeding-related crashes.

Speeding-related violation data, including speeding-related violations for crashes and speeding-related violations in general, are collected in the citation database. Speeding-related crashes are defined in the violation data by considering speeding-related violations issued as the result of a crash. Based on the violation data, the following types of violations are considered speeding-related: speeding on specific roadways, turnpikes, tunnels and bridges; speeding in general; speeding with metallic tires; speeding by overweight vehicles and drag racing.

Massachusetts also collects data about aggressive driving, although the term is not defined by statute. The state uses violation data to examine aggressive driving both for crashes and in general. If more than one violation is issued in the same citation for behaviors identified with aggressive driving, the violation is classified as being related to aggressive driving. Currently Massachusetts is in the process of developing a comprehensive list of behaviors and violations associated with aggressive driving. The process will review some of the standards associated with aggressive driving, after which the state may decide to enact a specific aggressive driving statute.

Proportion of Speeding-related Crashes

Year	Speeding-related Fatalities	Speeding Crash Violations	All Speeding Violations
2003	33.8%	Data Not Available	337,103
2002	38.3%	4,373	354,376
2001	30.2%	4,270	399,585

Massachusetts analyzed speeding-related data for over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. Data analysis indicated males ages 16-34 were over represented when comparing speeding-related crash violations and licensed driver population. In 2002, the year for which the most recent data is available, males ages 18-20 had the most notable spike in speeding-related crashes.

Efforts to Reduce Excessive Speeding

In federal fiscal year (FFY) 2004 Massachusetts re-launched its aggressive driving and speeding campaign called *Road Respect*. This campaign originally ran from 1998 to 2000. The new version of the campaign followed the latest Selective Traffic Enforcement Program (STEP) model: high-visibility enforcement coordinated with paid and earned media. In FFY 2004 the state conducted two two-week *Road Respect* mobilizations. Each mobilization involved \$80,000 of high-visibility state police enforcement as well as \$75,000 of radio advertising and earned media. As part of this campaign, the state purchased \$100,000 of new speed-related traffic enforcement equipment for the state police.

In FFY 2005, Massachusetts is conducting one two-week *Road Respect* mobilization. This will involve \$495,000 of high-visibility state and local police enforcement coordinated with \$155,000 of radio advertising, earned media and community education. The state is also conducting two *Click It or Ticket* mobilizations and three *You Drink & Drive. You Lose.* mobilizations during FFY 2005. The *Click It or Ticket* mobilizations involve extensive speeding-related enforcement to offset the limitation of a secondary safety belt law. Also, many communities participating in the May *Click It or Ticket* mobilization will receive speeding-related traffic enforcement equipment for three approved community safety belt educational initiatives. The state police reduce excessive speeding through routine traffic patrols as well as on-going traffic safety education efforts. The state also has a number of engineering efforts to reduce excessive speeding.

In FFY 2005, the state will expend approximately \$650,000 on its *Road Respect* Campaign or about 15 percent of all its STEP funds.

Massachusetts reported a positive impact of its speeding and/or aggressive driving-related programs during the most recent two years for which data is available. Between 2001 and 2002, there was a slight increase (2 percent) in the number of speeding-related crash violations issued in the state. Between 2002 and 2003, there was a significant decrease in speeding-related fatalities as a percentage of all motor vehicle-related fatalities, from 38.3 percent to 33.8 percent.