

Vision Zero

City of Boston



Together we can eliminate
fatal & serious crashes

Neighborhood
Association of
Back Bay

03.30.16

visionzeroboston.org

“Driving, walking, or riding a bike
on Boston’s streets **should not be
a test of courage.**”

-Mayor Walsh

Vision Zero Boston

*March 2015: Mayor Walsh announces Vision Zero Boston
Goal: Eliminate traffic fatalities and severe injuries*

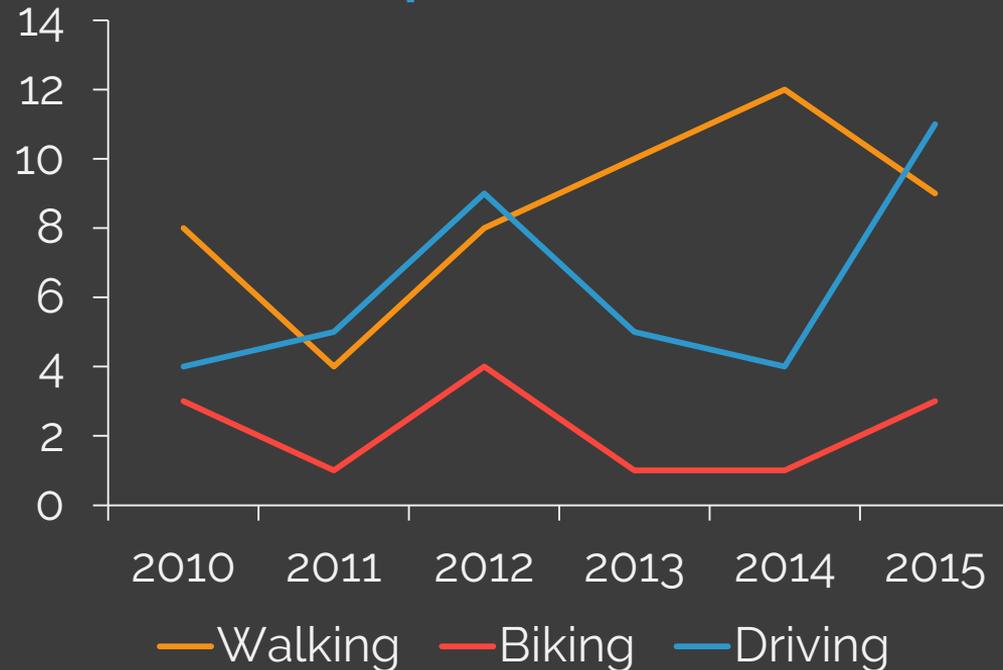
Traffic crashes are ***not accidents***; they are
preventable

Design for people who are ***most vulnerable***
benefits ***everyone***

People come first



In Boston, pedestrian fatalities are on an upward trend



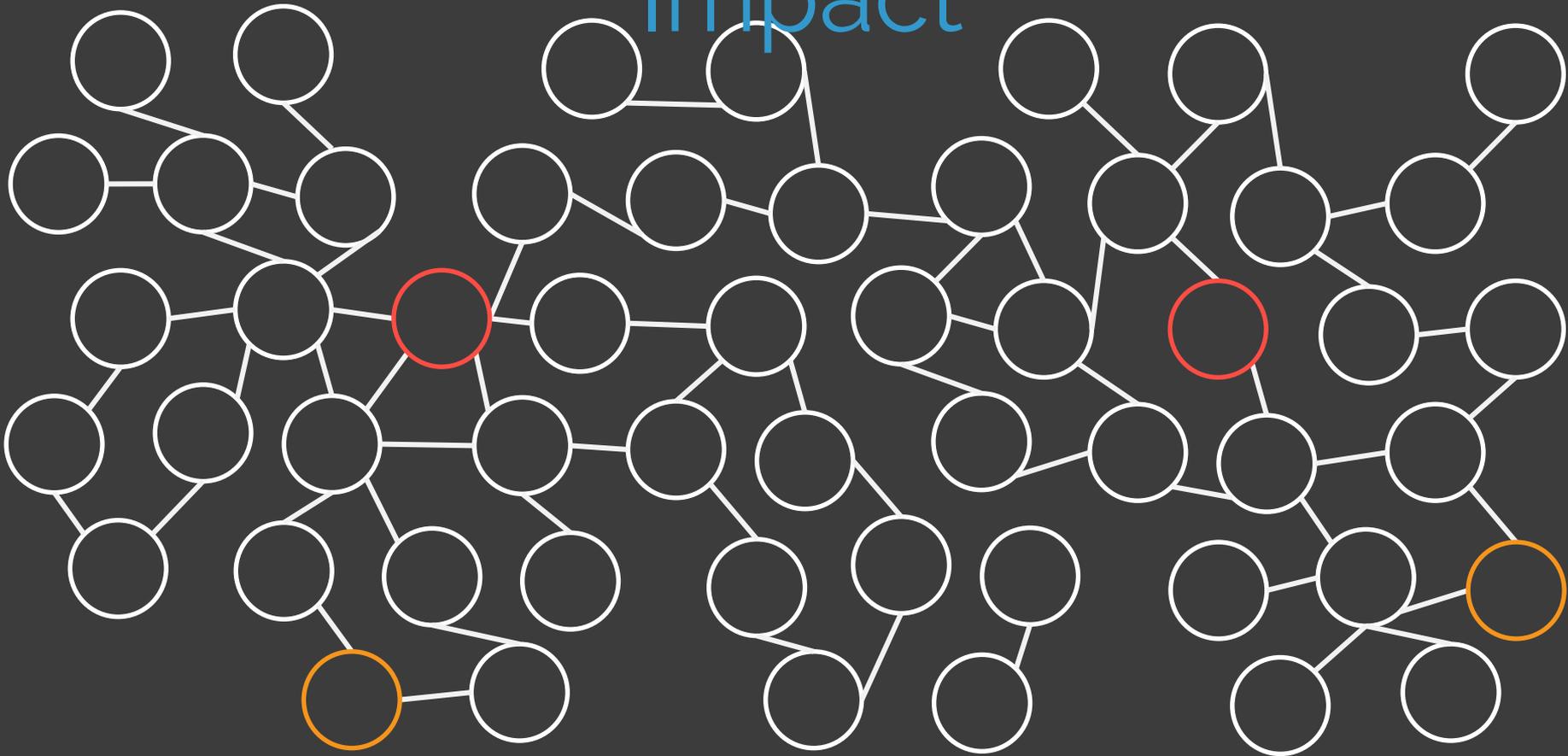
Impact



Impact



Impact



Vision Zero promises action in four critical areas



Reducing speeds
and building
safer streets



Tackling
distracted and
impaired driving



Engaging
Bostonians with
Vision Zero



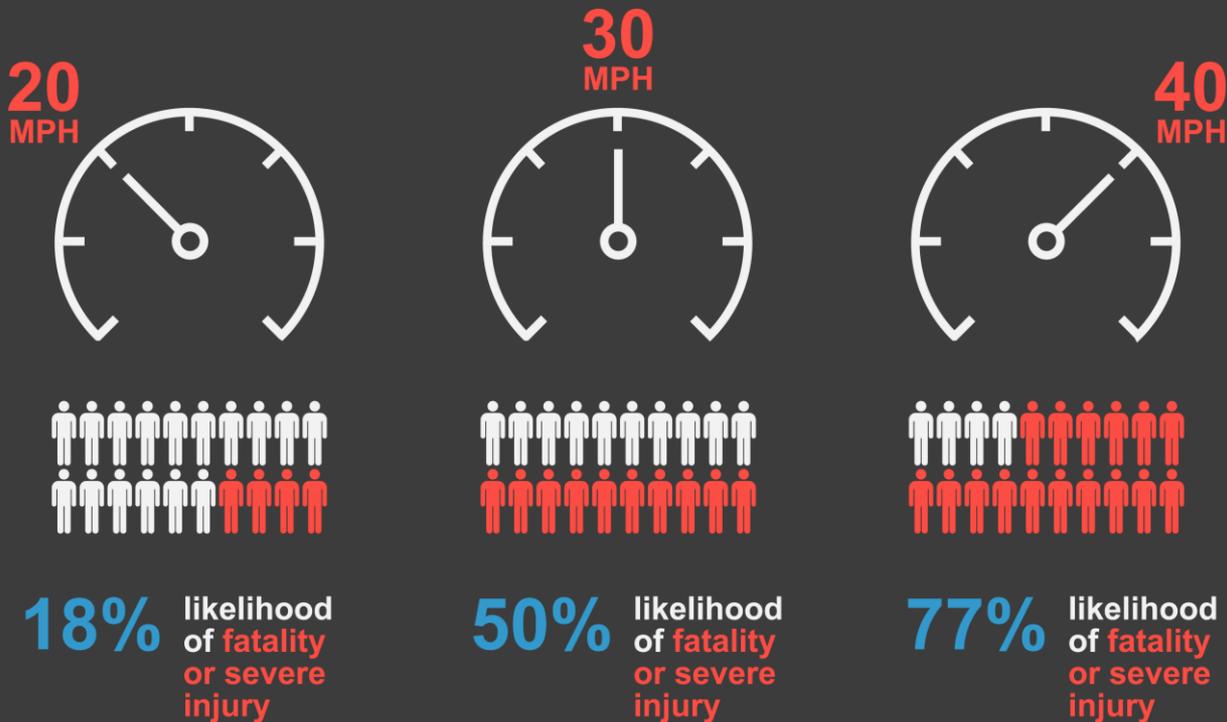
Holding ourselves
accountable for
results

Focus on Rapid Implementation

Low cost, high impact actions that can be taken in months rather than years:

- **Signal timing changes:** shorter cycles, LPI, lagging left turns
- **Pavement markings:** separate uses, road diets
- **Paint and flex posts:** pedestrian refuge islands, curb extensions, protection

Speed really matters

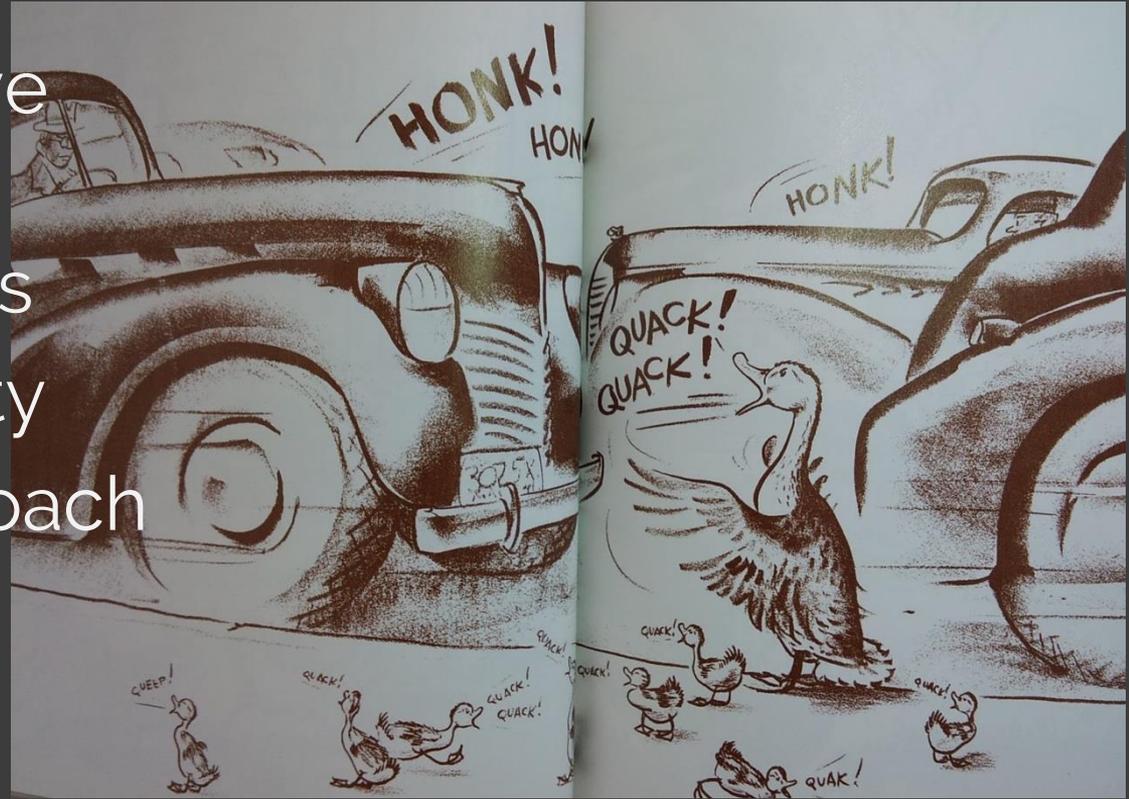


Focus on Beacon Street

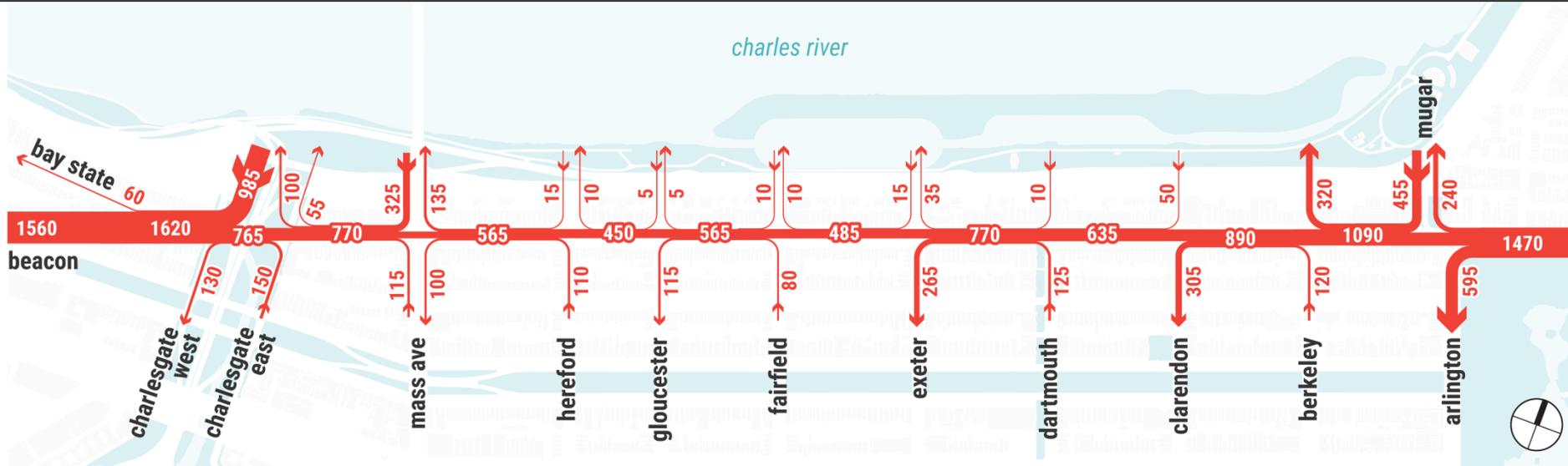
Top concerns we've heard:

- Speeding drivers
- Pedestrian safety

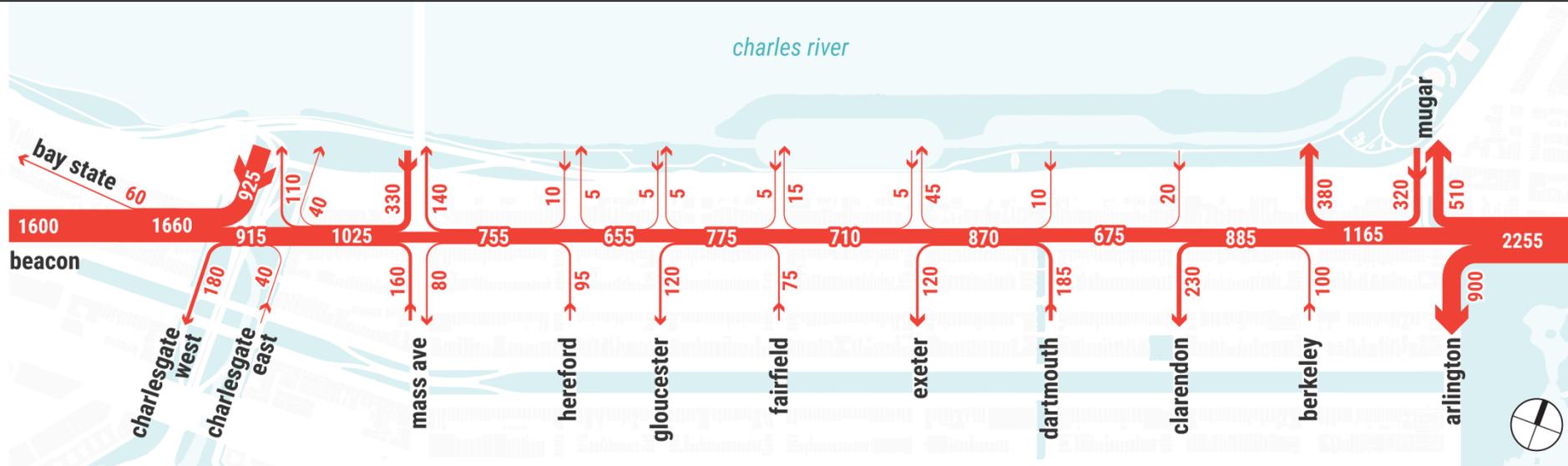
No preferred approach at this time



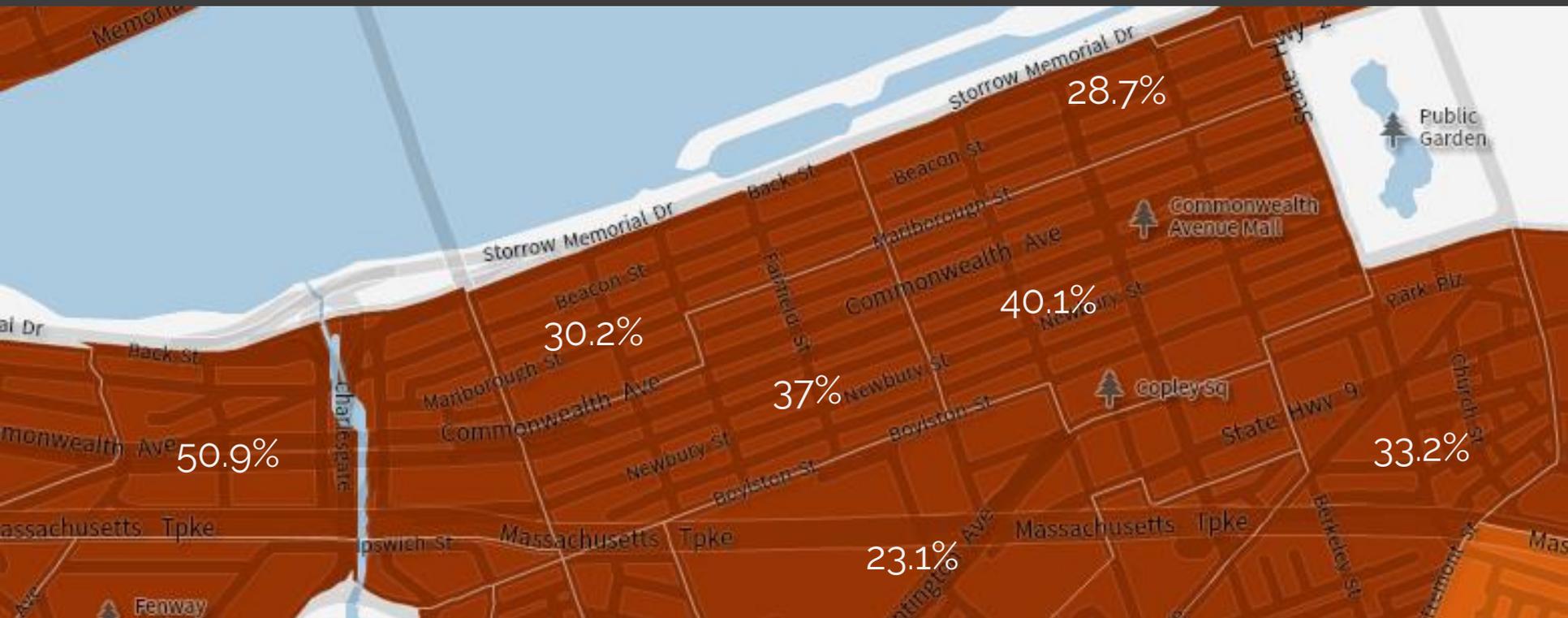
Beacon St: AM volumes



Beacon St: PM volumes



Beacon St: Walking commuters



Beacon St: Bicycle use



Safety improvements to date

Signals timed to 25 mph

- New informational signs on the way!



Safety improvements to date

Radar speed sign

- Installed last week!



Safety improvements to date

Focused enforcement
efforts



Safety fundamentals

- ✓ Sidewalks
- ✓ Curb ramps
- ✓ Landscaping/buffer zone
- ✓ Lighting



Exploring additional safety countermeasures

- Identifies 65+ ways to improve pedestrian safety
- Start with those that:
 - Manage speeds
 - Improve visibility



U.S. Department
of Transportation

**Federal Highway
Administration**



Manage speeds

- Traffic calming
- Volume management
- Fewer lanes
- Enforcement
- Education

Constructed traffic calming

Difficult on multi-lane streets:

- Chicanes or other serpentine design

Not available for multi-lane streets:

- ✘ Speed humps
- ✘ Speed tables



Volume management

More focus on reducing vehicle use:

- Diverters
- Full or partial closure
- Median barriers

Needs significant study:

- ✘ One-way/two-way conversion

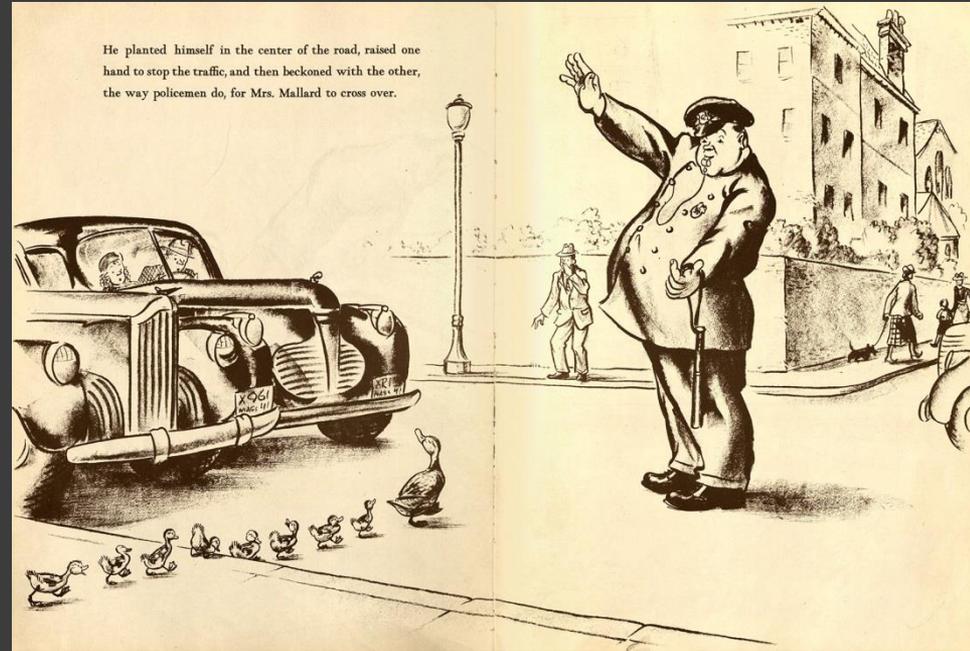


Fewer lanes

- Improve speed limit compliance
- Decrease crash severity
- Reduce exposure for people crossing
- Opportunities for daylighting or islands
- Improve bicycle facilities

Police enforcement

- Valuable tool
- Most effective when paired w/ engineering countermeasures



Automated enforcement

- Requires changes to state law



Other Strategies

- Enforce double parking
- Educational campaign
 - Encourage safe and predictable user behavior with street teams
 - Most effective when paired w/engineering countermeasures



Fewer lanes



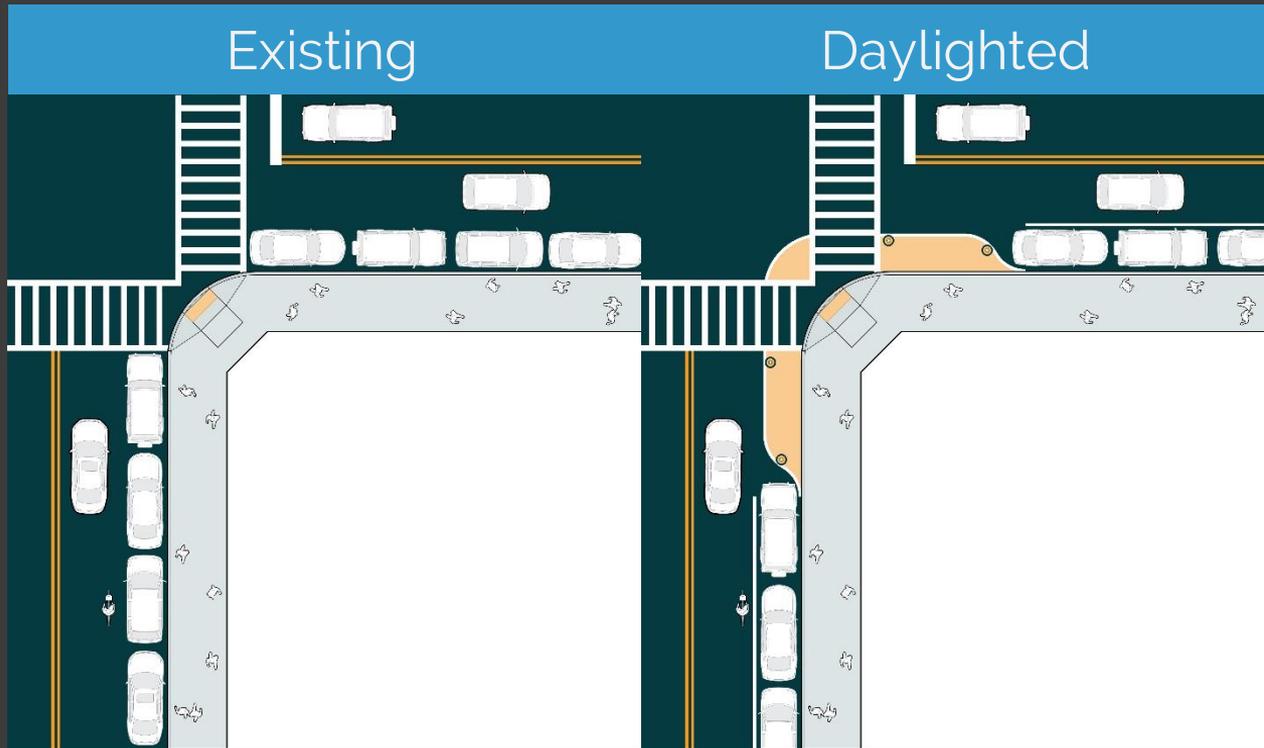
Improve visibility

- ✓ Signals, where warranted
- ✓ Marked crosswalks
 - Advance stop lines (midblock)
 - Daylighting:
 - Curb extensions
 - Parking restrictions
 - Crossing islands

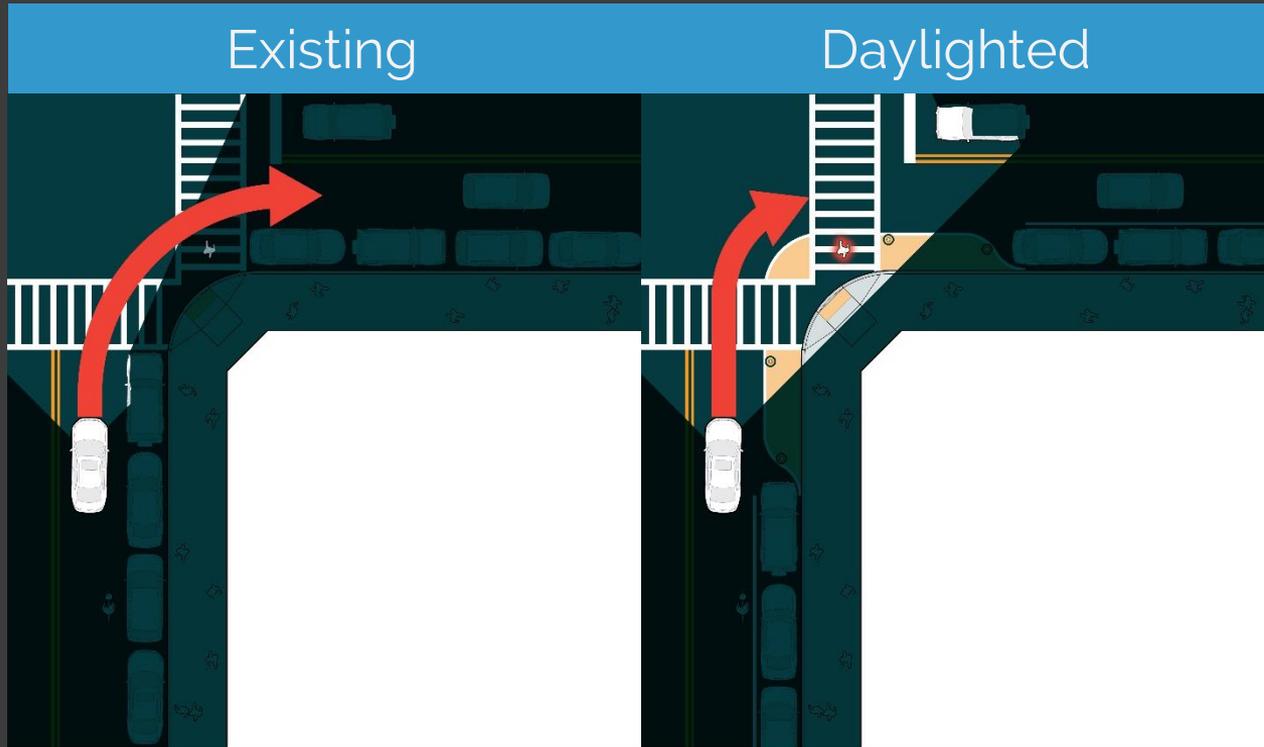
Not available for multi-lane streets:

- ✗ Raised crosswalks
- ✗ Raised intersections

Daylighting



Daylighting: sight lines



Daylighting: shorter crossings



Next steps

Data collection

- 48-hour speed study on corridor (now)

Analysis

- Speed, volume, countermeasures

Create a few potential scenarios

Community discussions

Decide on approach

Build it

Thank you

www.visionzeroboston.org

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