

Vision Zero

City of Boston



**Together we can eliminate
fatal & serious crashes**

Beacon St
Community
Meeting

06.01.16

visionzeroboston.org

Agenda

Introduction to Vision Zero

Beacon Street data

Group work: Help define project objectives

Visit stations

“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



Vision Zero promises action in four critical areas



Reducing speeds
and building
safer streets



Tackling
distracted and
impaired driving



Engaging
Bostonians with
Vision Zero



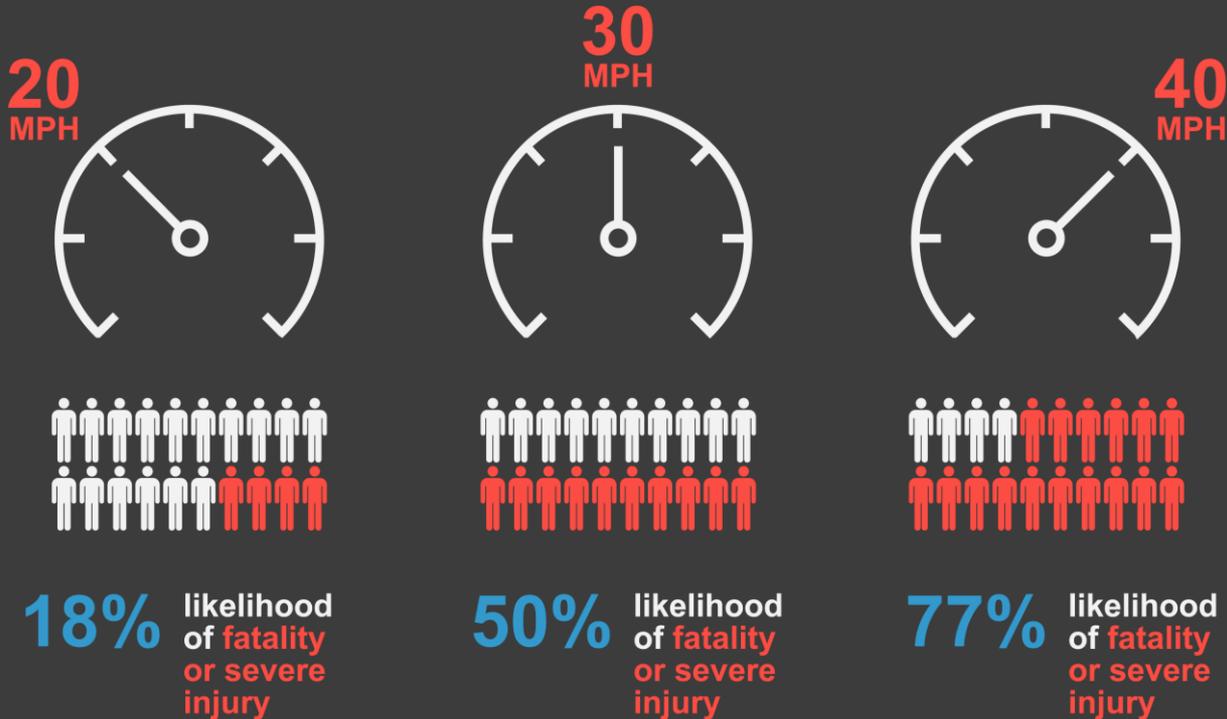
Holding ourselves
accountable for
results

Focus on Rapid Implementation

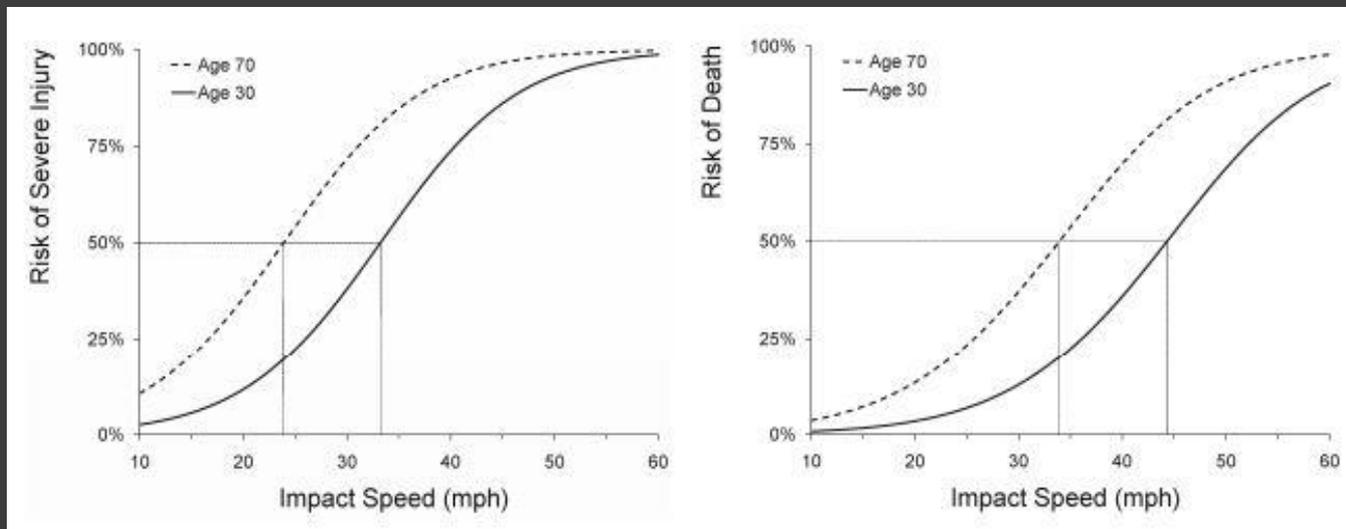
Low cost, high impact actions that can be taken in months rather than years:

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

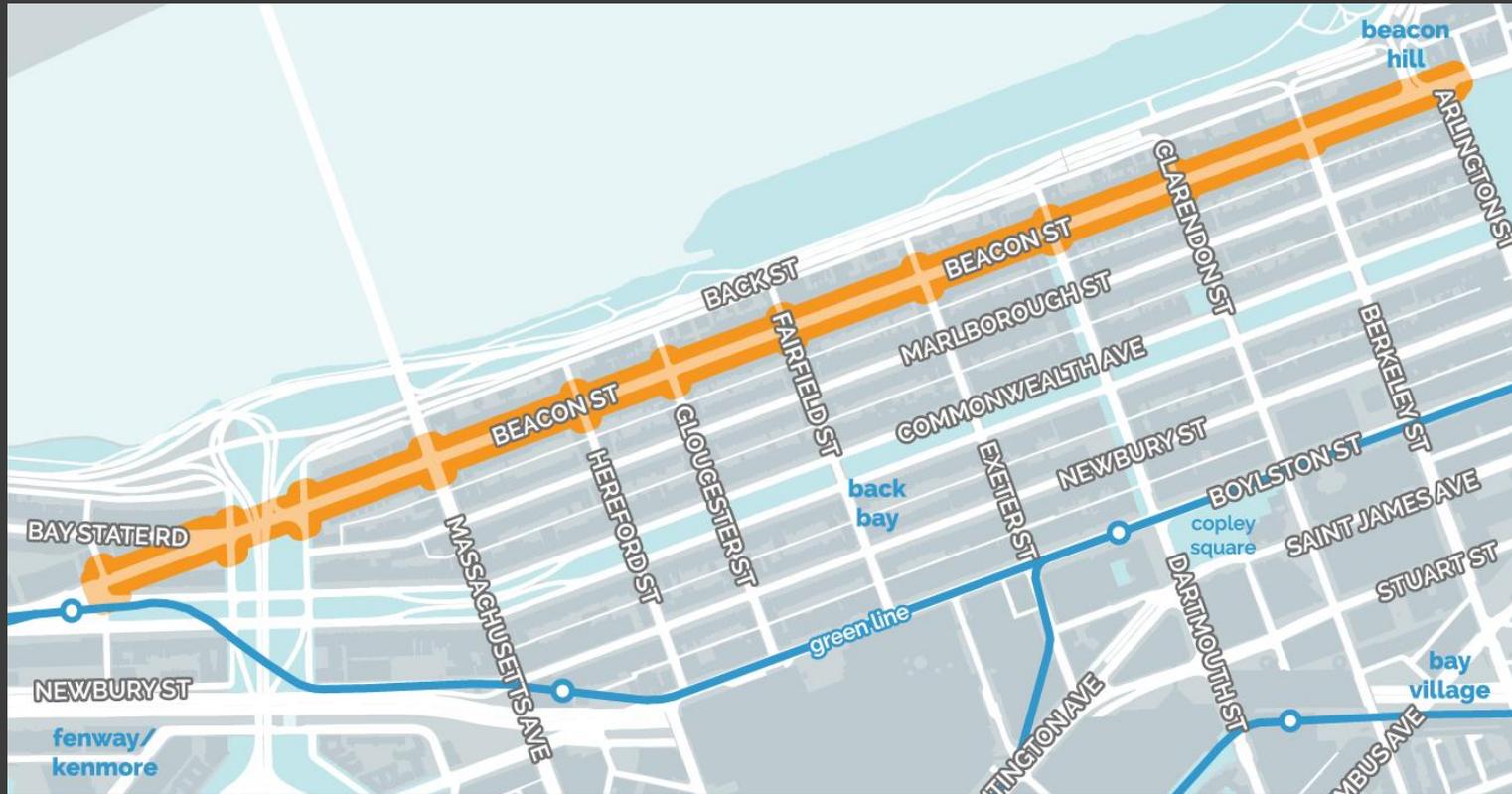
Speed really matters



Older adults are more likely to suffer in a crash



Beacon Street: Data



General description

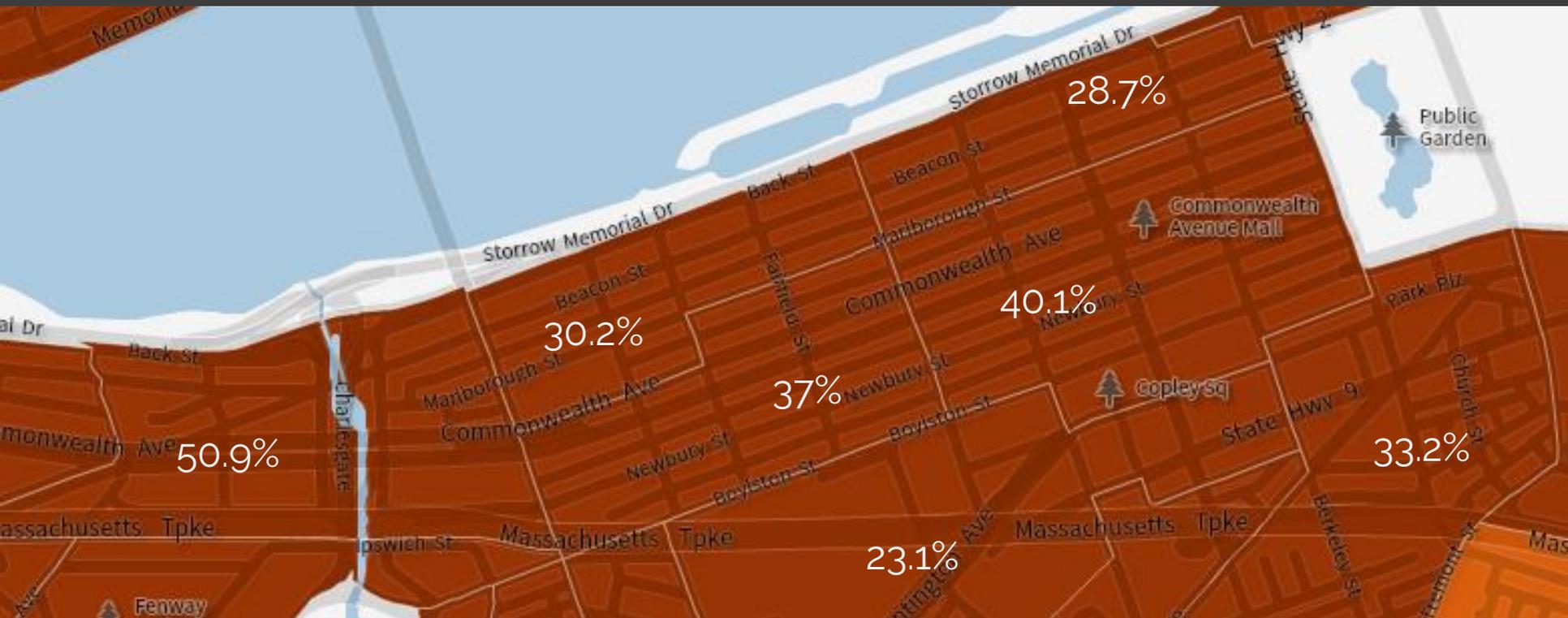
- Classification: arterial roadway
- Arlington Street to Massachusetts Avenue
 - 3 travel lanes + parking both sides
- Massachusetts Avenue to Kenmore Square
 - 2 travel lanes + parking both sides
- Pavement width = 47 feet

Households and population

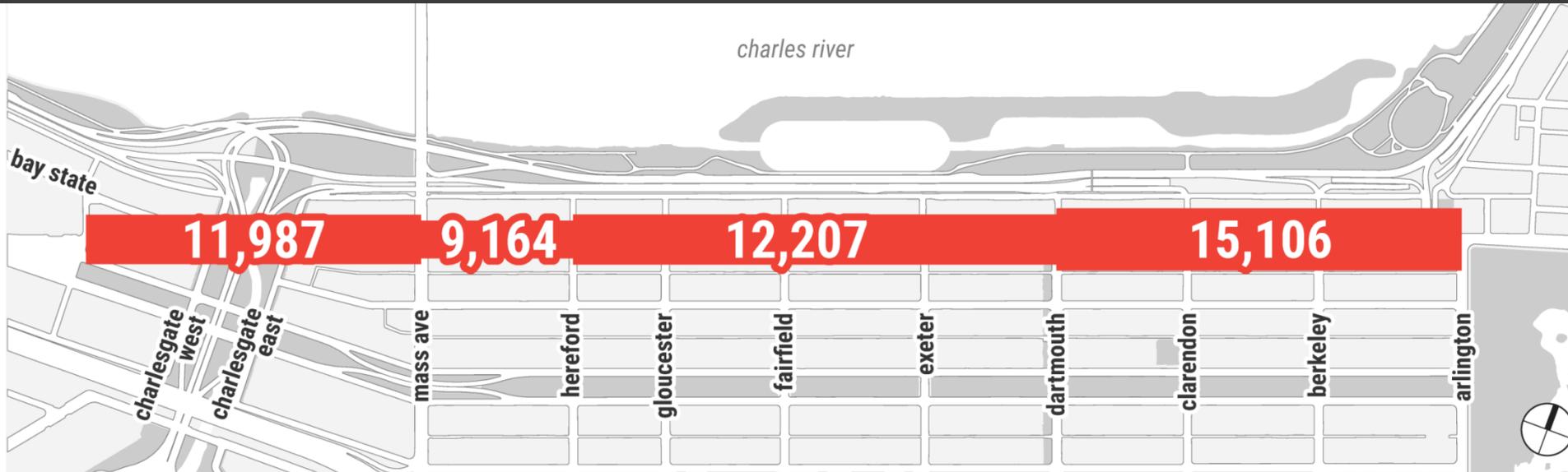
- Beacon Street is in Census Block #108
- Units of housing: ~4,094 units
- Population: ~6,662 people



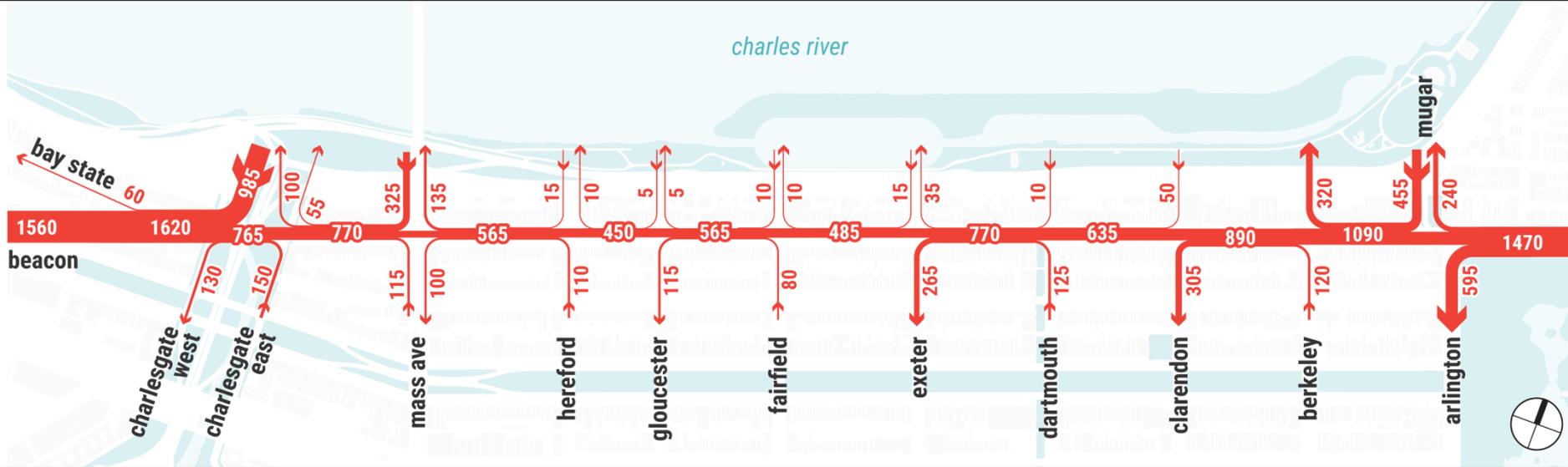
Walking commuters



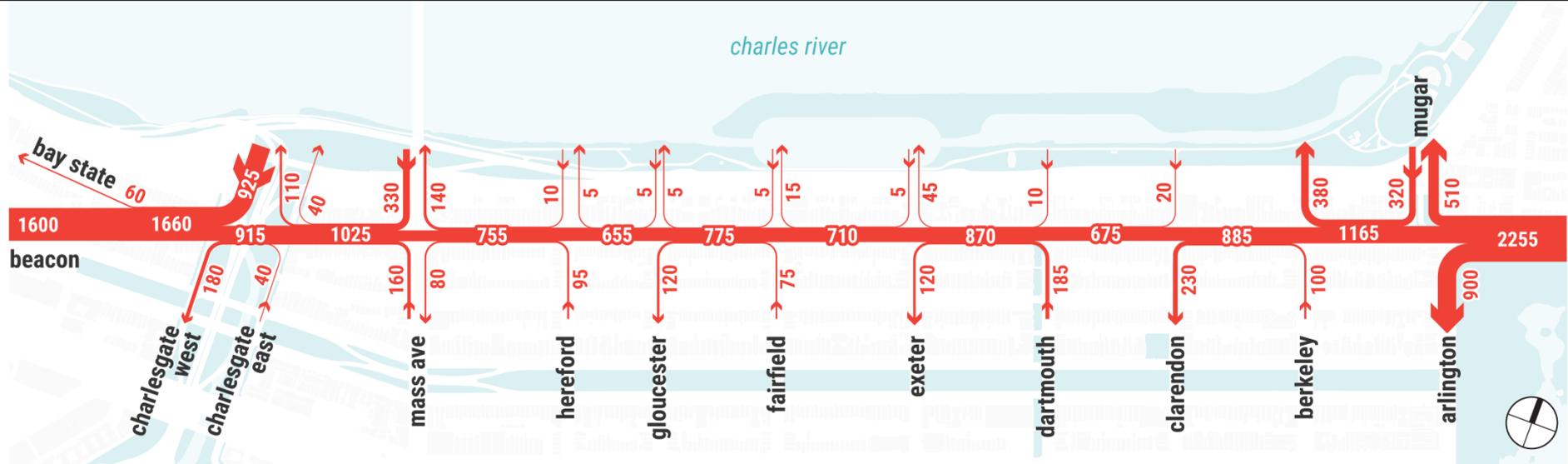
Weekday automobile volumes



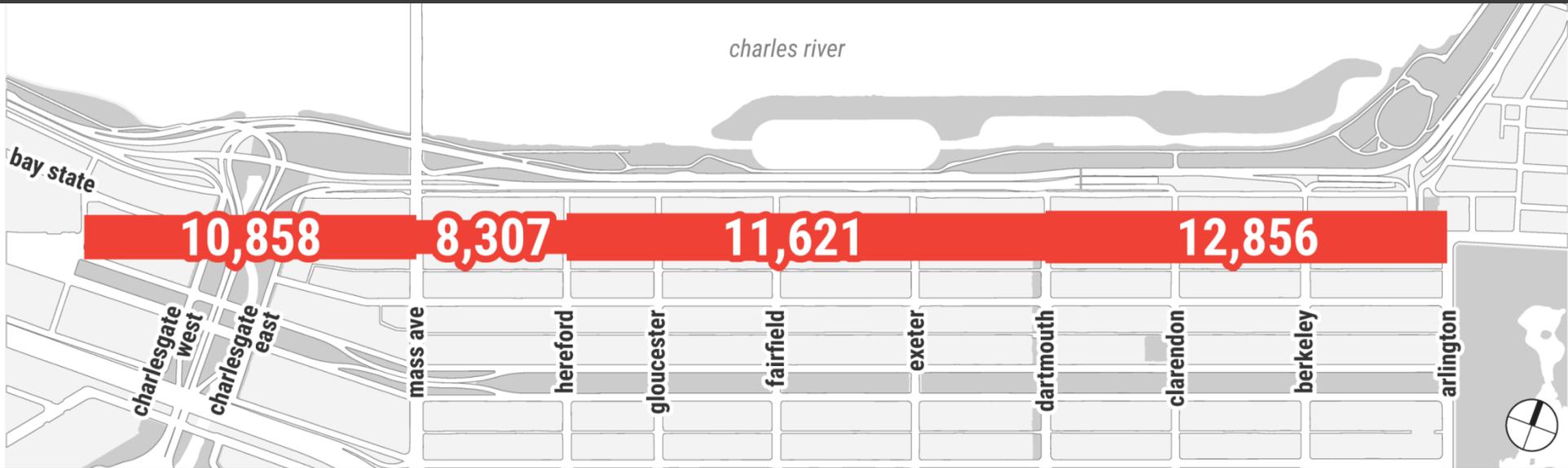
AM peak volumes



Beacon St: PM peak volumes



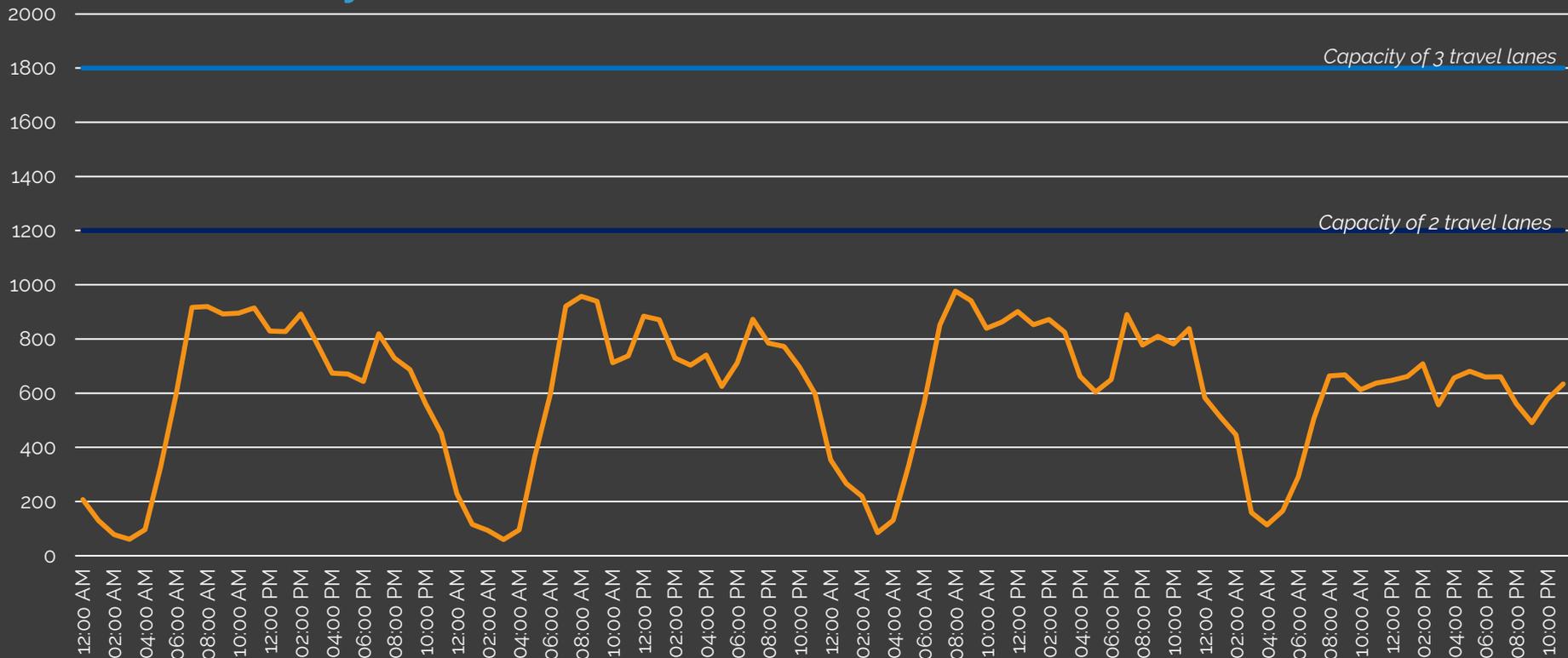
Weekend automobile volumes



Area bicycle use



Arlington to Berkeley: Hourly automobile volumes, Wed-Sat



Speed data summary

Arlington to Berkeley

Speed (MPH)	Total Vehicles	Percentage
Over 20	9,955	68%
Over 30	664	5%
Over 40	22	<1%
Total Volume	14,543	

Dartmouth to Exeter

Speed (MPH)	Total Vehicles	Percentage
Over 20	8,715	72%
Over 30	2,361	20%
Over 40	85	<1%
Total Volume	12,060	

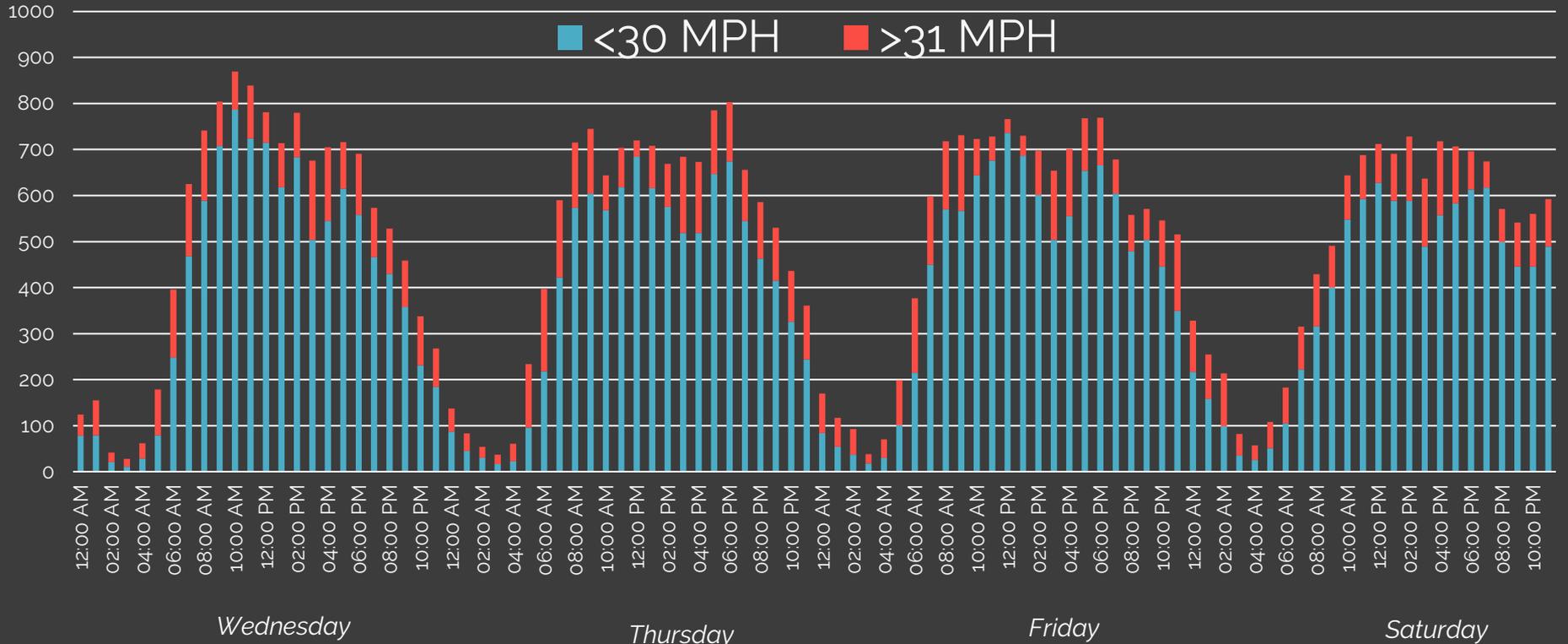
Hereford to Mass Ave

Speed (MPH)	Total Vehicles	Percentage
Over 20	6,432	72%
Over 30	1,720	19%
Over 40	68	<1%
Total Volume	8,950	

Mass Ave to Charlesgate

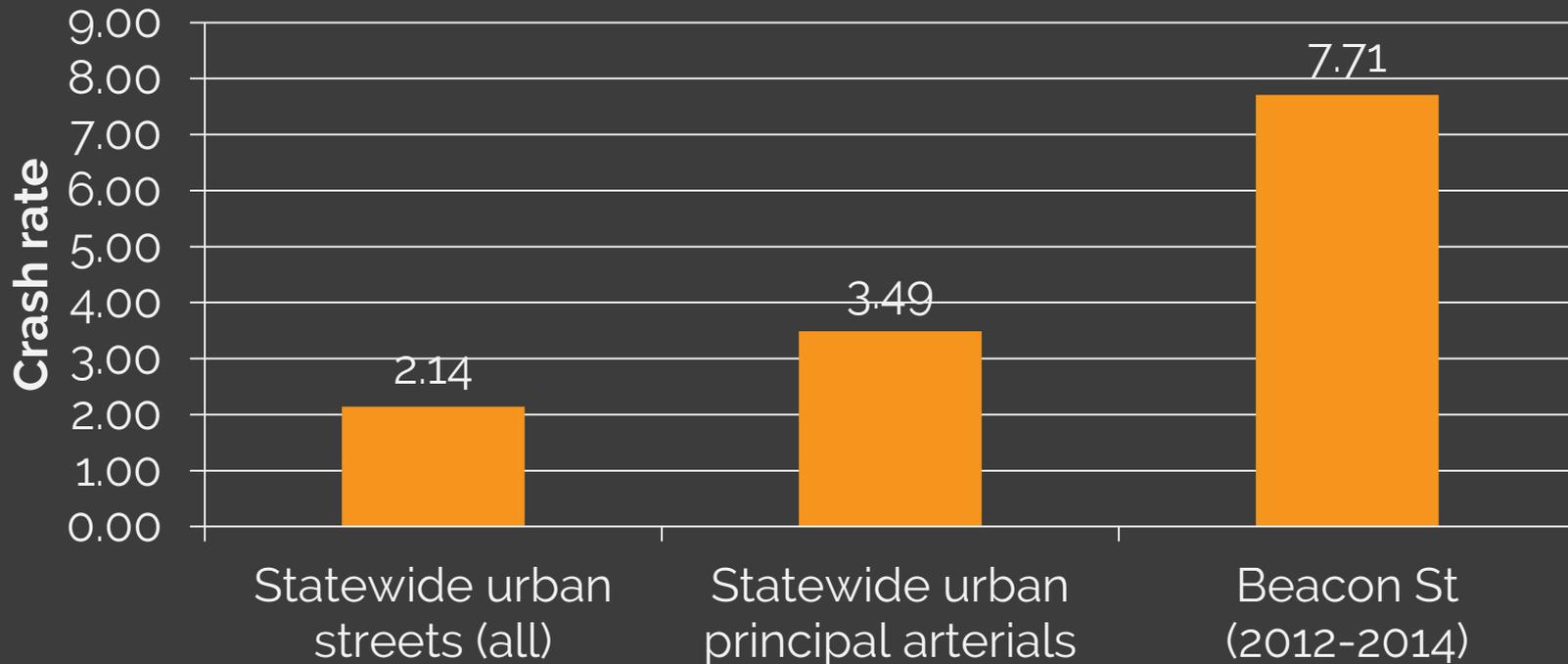
Speed (MPH)	Total Vehicles	Percentage
Over 20	8,194	70%
Over 30	806	7%
Over 40	22	<1%
Total Volume	11,705	

Volumes at travel speeds

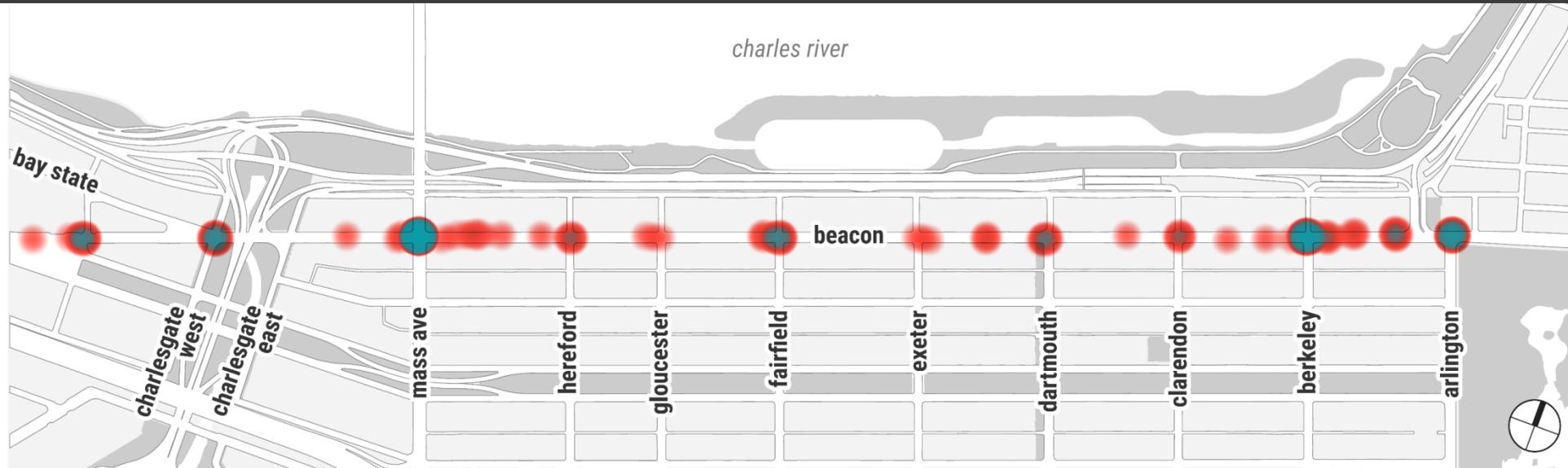


Average crash rate

(per Million Vehicle Miles Traveled)

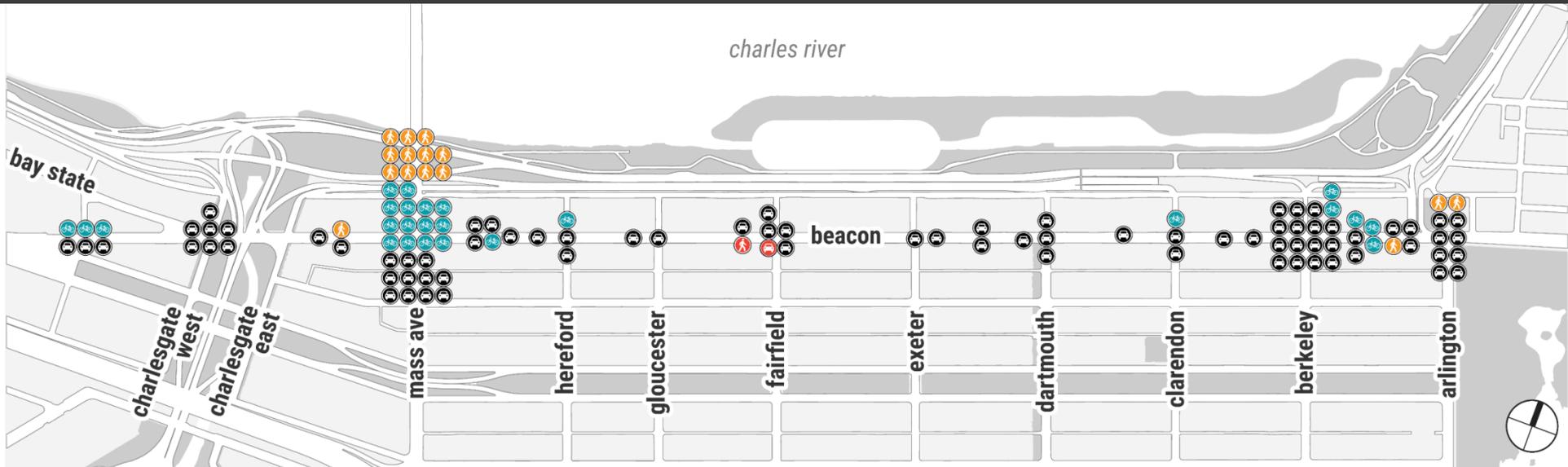


Crash frequency, 2012-2014

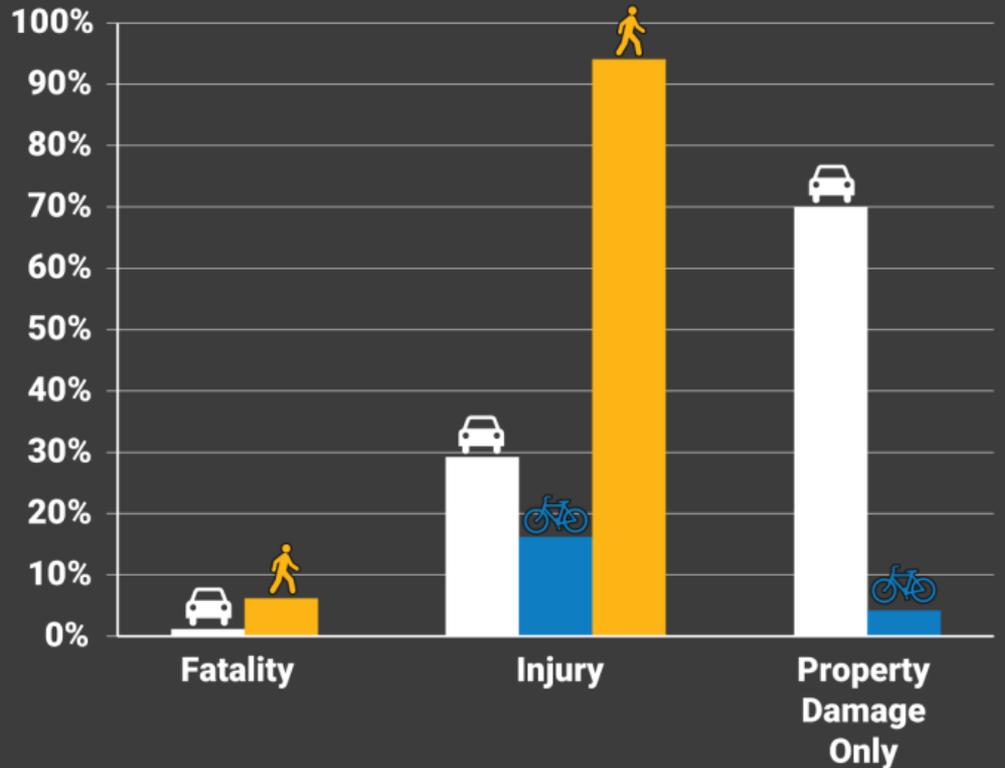
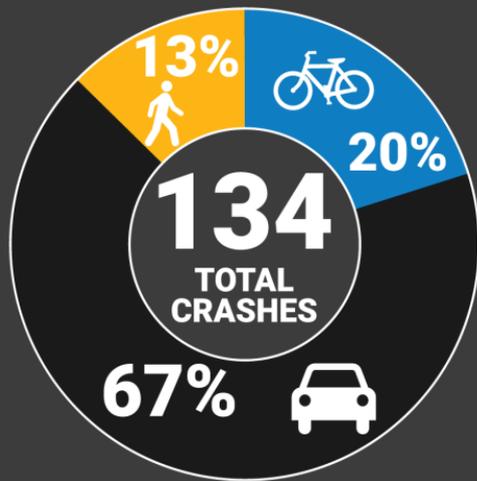


1 in 4 crashes occurred on Fridays
Between 6PM and 6AM [42%]

Crashes by mode, 2012-2014



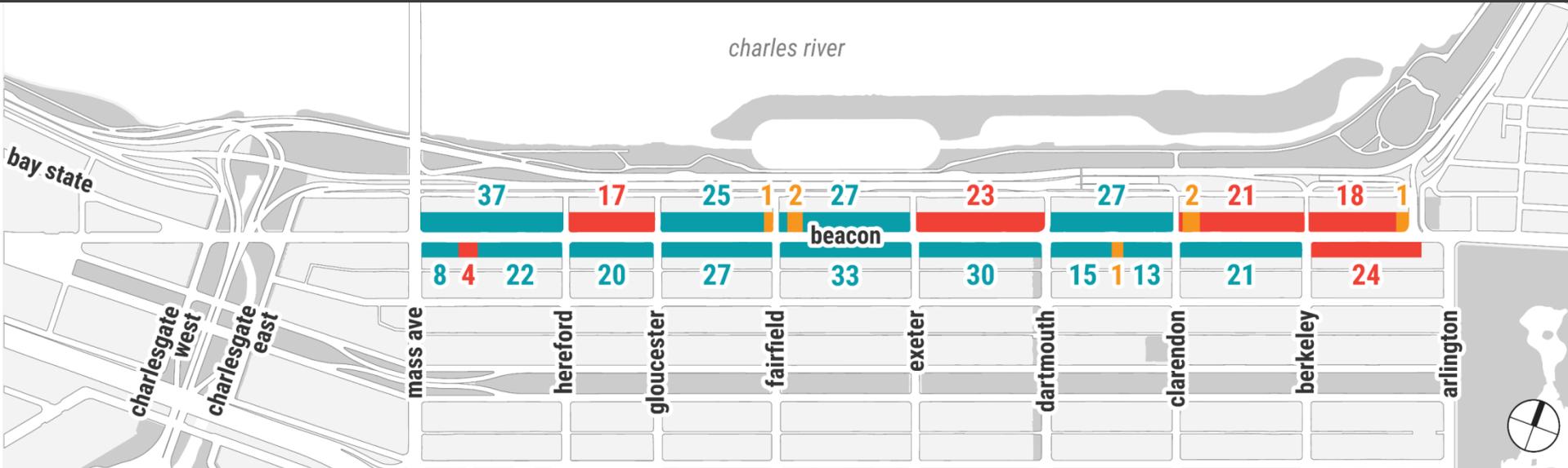
Crash summary, 2012-2014



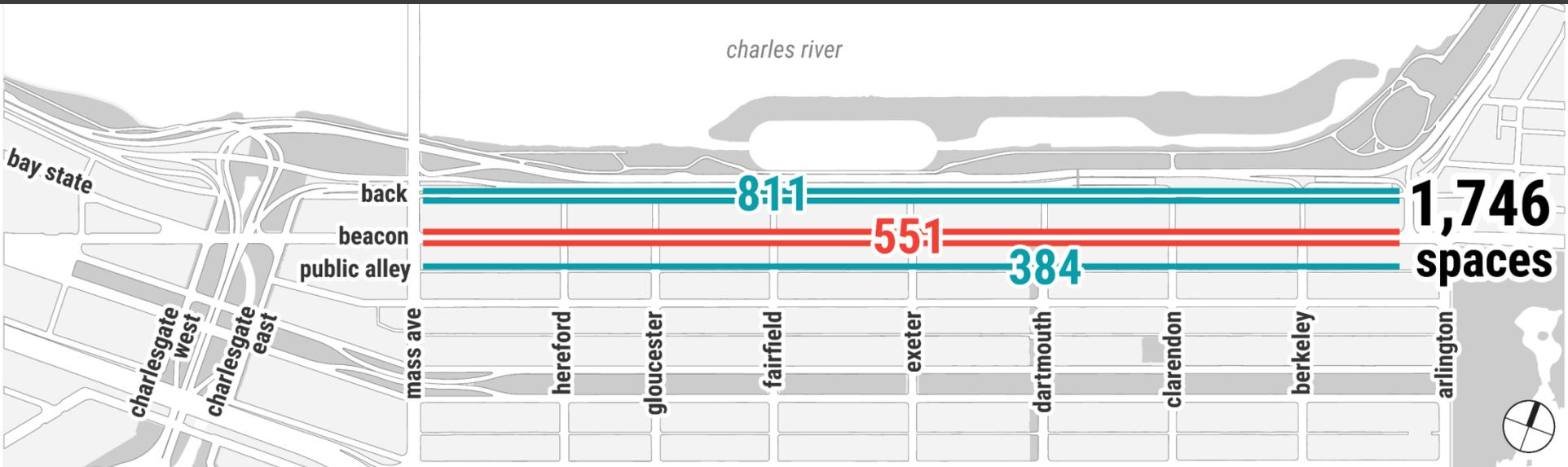
Common crash types, 2012-2014

- Angle crashes: 25%
- Sideswipes (vehicles traveling in the same direction): 22%
- Rear-end crashes: 16%
- Vehicles hit a parked car: 15%

On-street parking



Adjacent parking



public parking
private parking

Safety improvements to date

Signals timed to 25 mph

- Posted signs to inform drivers

Safety improvements to date

Radar speed feedback sign

- Installed in March



Safety improvements to date

Focused enforcement
efforts



Researching evidence-based safety countermeasures

Sources:

- Federal Highway Administration
- Transportation professional organizations
- MassDOT
- City of Boston
- Peer cities



U.S. Department
of Transportation

**Federal Highway
Administration**



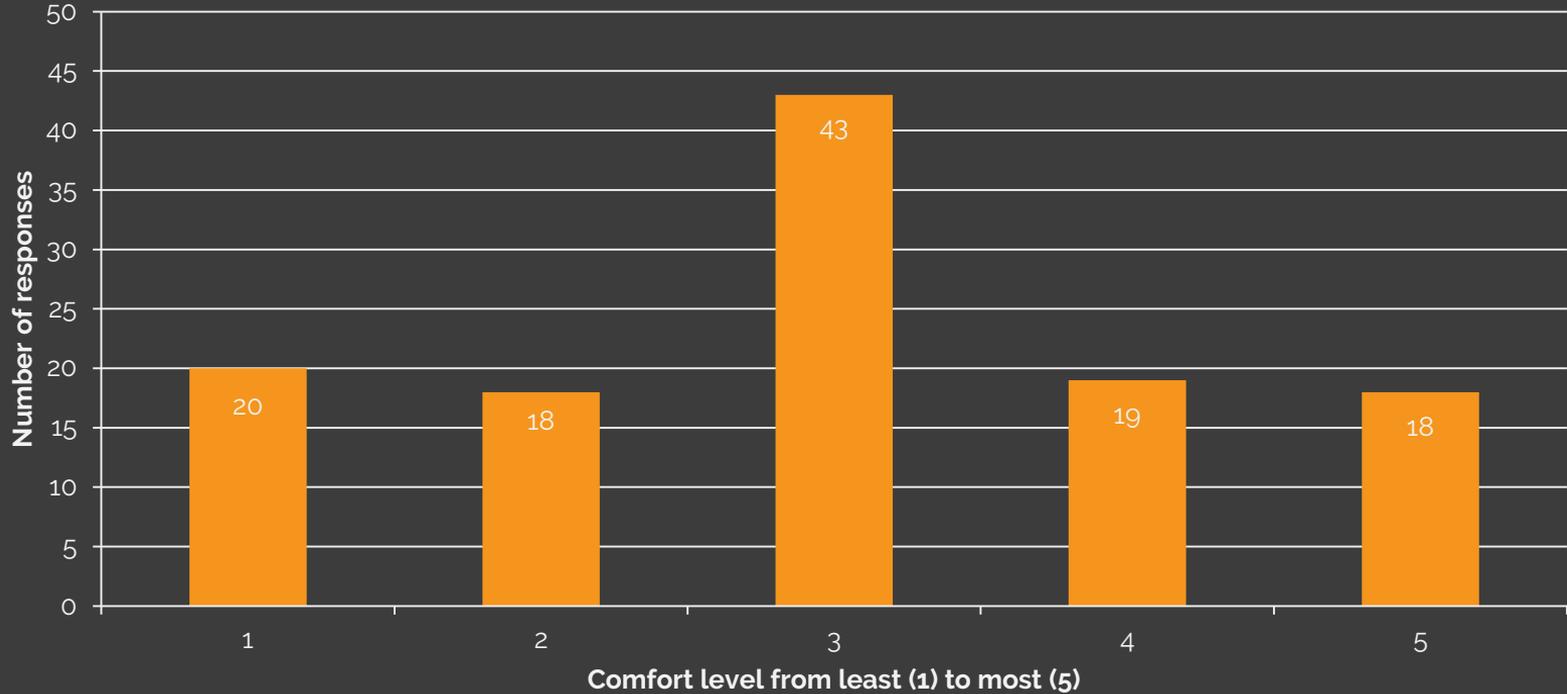
What we've heard so far: Likes

- Architecture
- Trees and plantings
- Proximity to esplanade, open space, restaurants, shops, schools
- History
- Connection to other neighborhoods
- Room for double-parking

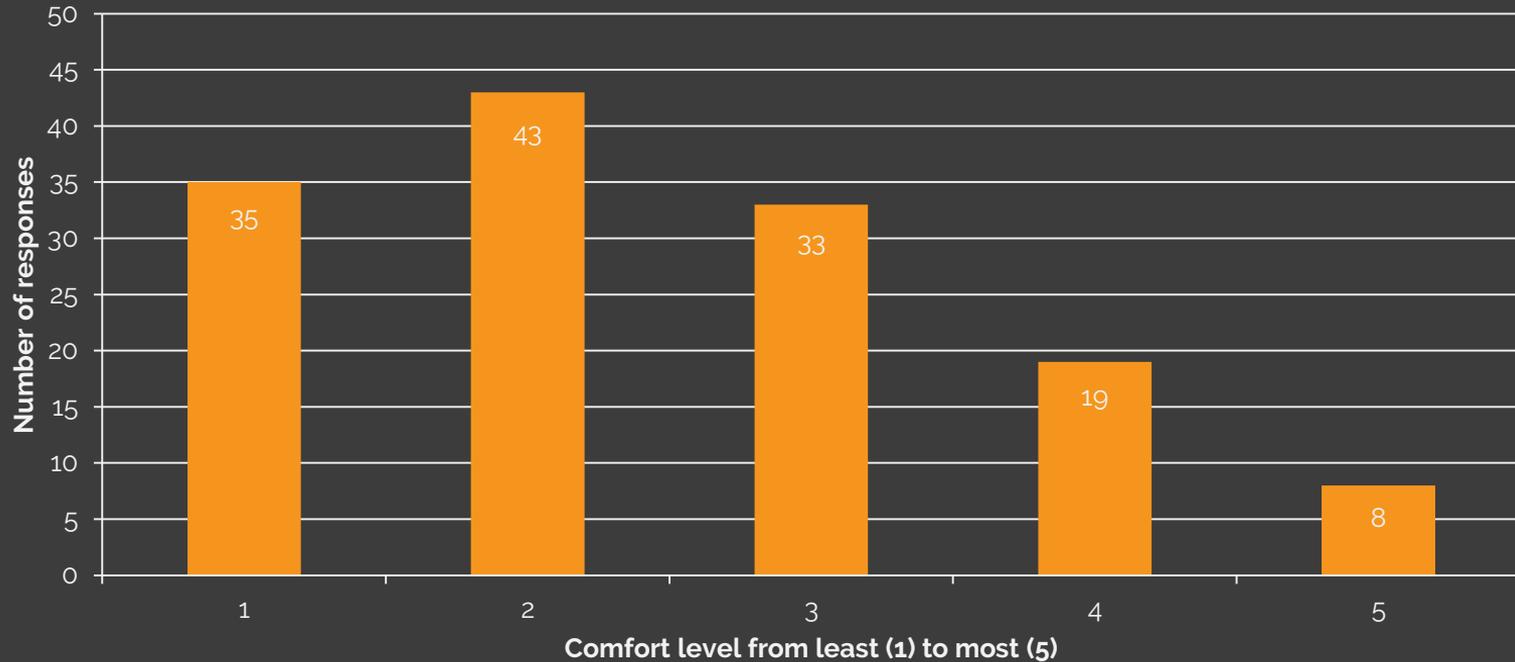
What we've heard so far: Dislikes

- Speeding drivers all day
 - Weekend drag racing
- Feeling unsafe crossing the street, getting out of cars, riding a bike
- Frequent damage to parked cars
- People riding bikes on sidewalks
- Double-parked cars and trucks
- Noise and exhaust from traffic

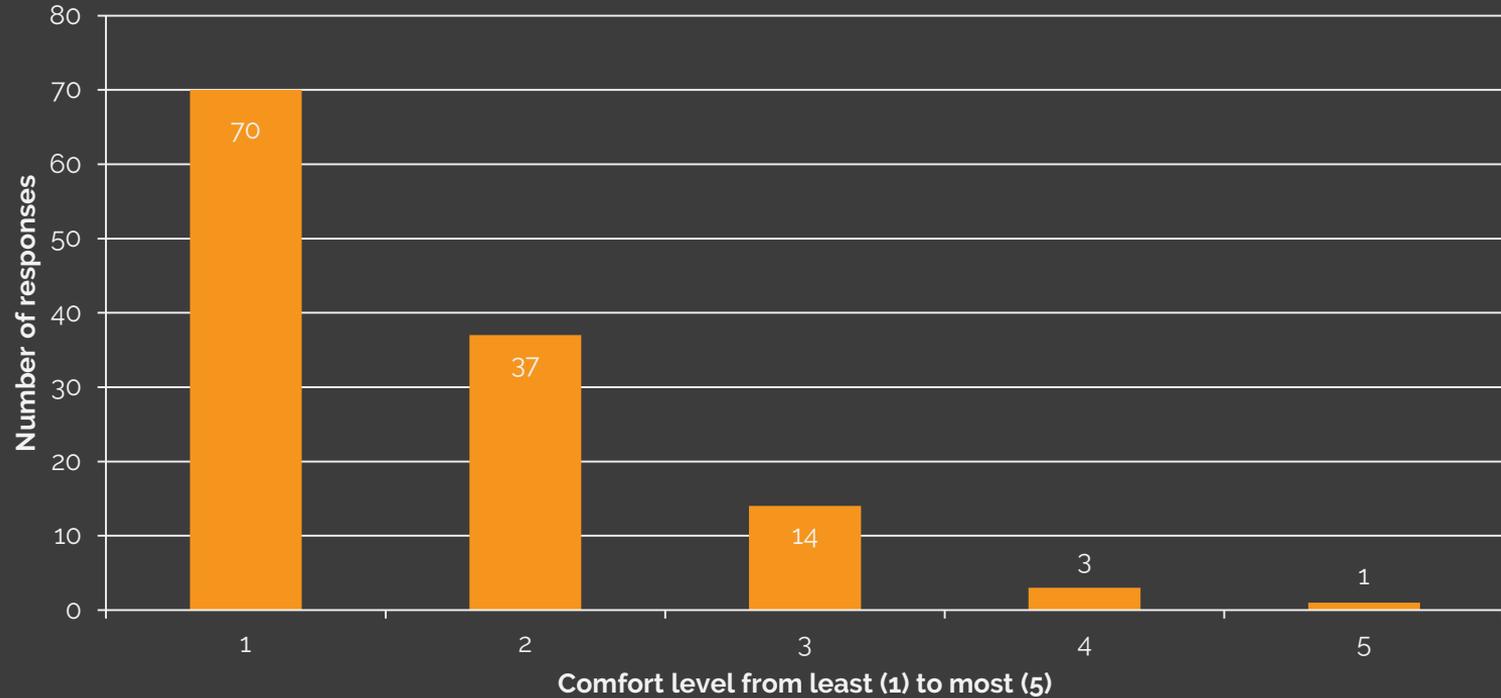
Comfort walking down Beacon St



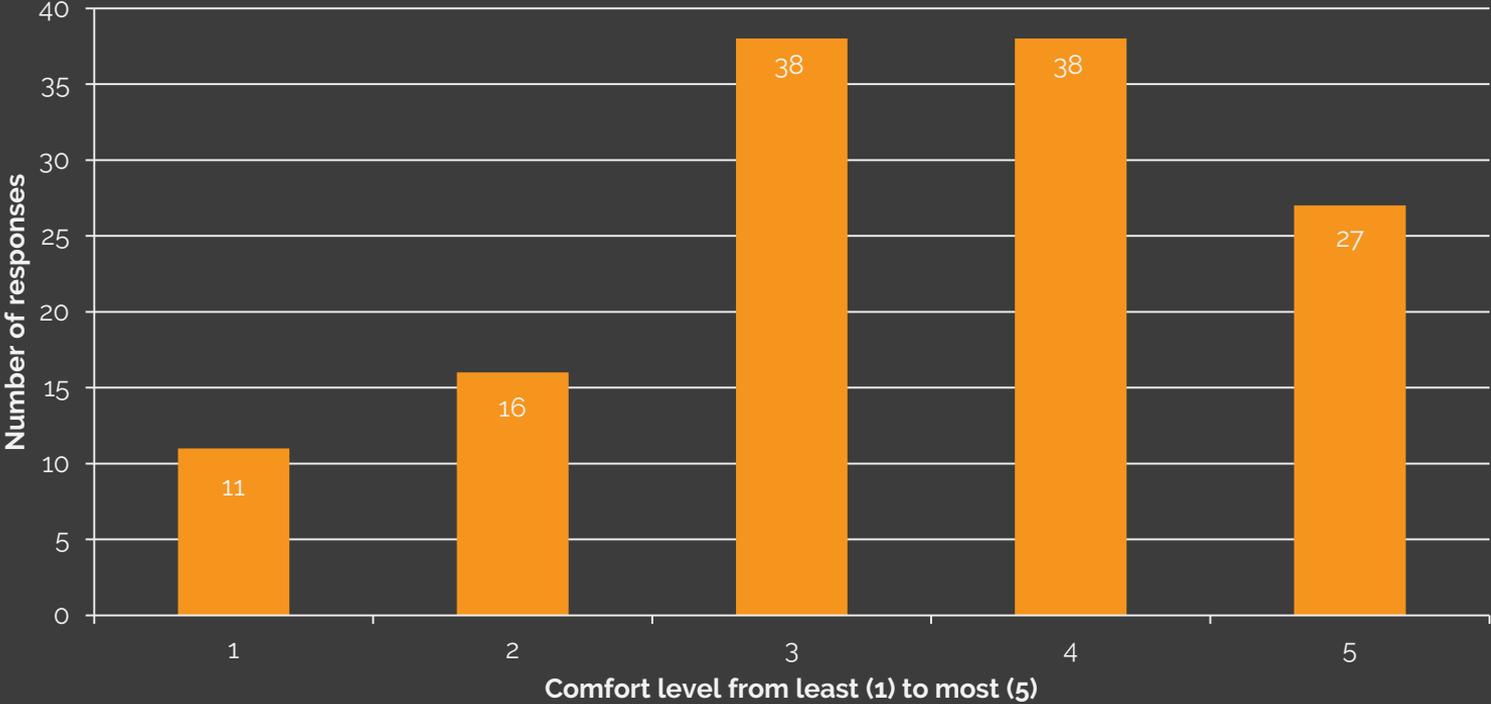
Comfort crossing Beacon St



Comfort biking on Beacon St



Comfort driving on Beacon St



What we've heard so far: Goals

- Manage travel speeds
- Improve safety for pedestrians

Our next steps

Develop several potential designs

Continue community discussions

- Surveys, meetings, website

Decide on approach that is based on research, best practices

Implement

What we need from you

Refine the project objectives

- What should the outcomes be?
- Avoid specific interventions (i.e., don't say things like "change this sign")

Group feedback

Visit stations

- Learn about other nearby streets
- Vote for the design interventions you want us to explore
- Draw your ideas for Beacon Street
- Leave written comments

Thank you

www.visionzeroboston.org/beaconst

Boston Transportation Department

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