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

Source: Boston Police Department, data only includes crashes on City of Boston roads.
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

20 MPH
18% likelihood of fatality or severe injury

30 MPH
50% likelihood of fatality or severe injury

40 MPH
77% likelihood of fatality or severe injury

Source: Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, Brian Tefft. AAA Foundation for Traffic Safety, 2011
Focus on Beacon Street

Top concerns we’ve heard:

• Speeding drivers
• Pedestrian safety

No preferred approach at this time
Beacon St: Walking commuters

2013 American Community Survey
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
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

Image source: Payton Chung
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 with 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 with engineering countermeasures

Source: NYCDOT
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

Existing

Daylighted
Daylighting: sight lines
Daylighting: shorter crossings

Source: San Francisco Municipal Transportation Agency
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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