CITY of BOSTON



2026 VISION ZERO ACTION PLAN

November 2026

CITY of BOSTON

ACKNOWLEDGEMENTS

Vision Zero is a team effort. This Action Plan was developed with the extensive support, coordination, and expertise of departments across the City of Boston, including:

- Age Strong Commission
- Boston Emergency Medical Services
- Boston Police Department
- Boston Public Health Commission
- Boston Public Schools
- Commission for Persons with Disabilities
- Department of Innovation and Technology
- Energy, Environment, and Open Space Cabinet
- Equity and Inclusion Cabinet
- Mayor's Office
- Office of Budget Management
- Office of Early Childhood
- Office of Emerging Technology
- Office of Neighborhood Services
- Planning Department
- Streets Cabinet

We offer special thanks to MassDOT for their leadership in upholding the Safe System Approach and for their work through The Lab @ MassDOT to advance micromobility and large vehicle safety. We also thank the members of the Boston Vision Zero Task Force for their collaboration and feedback over many years.

GLOSSARY OF TERMS

TERM	DEFINITION
Arterial Street	A major street that carries many travelers across neighborhoods and the region
Automated Enforcement	Use of cameras and related technology to detect and document traffic violations, such as speeding, red-light running, or certain parking violations, subject to applicable laws.
Bicycle Network	A connected system of streets, bicycle lanes, shared-use paths, and other facilities supporting bicycle travel between destinations.
Blind Zone	An area around a vehicle its operator cannot see directly from the driving position, potentially concealing pedestrians, bicyclists, or other road users.
Bluebikes	The publicly owned regional bike-share system serving Boston and participating neighboring municipalities, offering conventional and electric bicycles.
Control Streets	Streets that are unchanged and used as a comparison point for measuring the impacts of new project designs in other, similar locations
Curb Extension	A sidewalk extension into the roadway that shortens the pedestrian crossing distance, reduces turning speeds, and makes pedestrians more visible.
Curb Management	How the City regulates and enforces curbside space for parking, loading, bus stops, deliveries, and passenger pickup and drop-off.
Daylighting	A design feature that keeps the area near an intersection or crosswalk clear of parked vehicles to maintain visibility of pedestrians
Default Speed Limit	The speed limit established by law when no speed limit is posted or otherwise designated. Boston's Citywide default speed limit is 25 mph, with posted exceptions.
Direct vision	The ability of a driver to see a people traveling outside of the vehicle without the aid of mirrors or cameras
Equity Analysis	Assessment of how transportation conditions, impacts, or investments differ among populations and communities, including historically burdened groups.
Exposure	The number of potential opportunities for a crash to occur, often defined through the number of travelers or the amount of space or time those travelers are exposed to vehicles in the roadway
High Injury Network	A map-based analysis used by cities and transportation agencies to identify streets where serious and fatal crashes are most concentrated

TERM	DEFINITION
Hood Height	The vertical height of a vehicle's front-end hood, a design characteristic that affects pedestrian visibility and risk for injury.
Intelligent Speed Assistance	In-vehicle technology that detects local speed limits and warns drivers or limits a vehicle's speed relative to the posted speed limit
Leading Pedestrian Interval	A safety strategy that gives pedestrians a head start at signalized intersections before drivers get a green light
Micromobility	Small, human-powered or motor-assisted devices such as bicycles, e-bikes, e-scooters, e-cargo bikes, and a range of other personal or shared transportation devices that exist or are emerging in the market
Mode Shift	A change in travel mode, such as shifting trips from private automobiles to walking, bicycling, or public transportation.
Pedestrian Median Island	A protected space in the middle of a crosswalk where a person can pause and focus on crossing one direction of traffic at a time
Post-Crash Care	Emergency response, medical treatment, and other services after a traffic crash to reduce injury
Posted Speed Limit	The legally established speed limit posted on a regulatory sign that may be different from the default speed limit.
Safe Routes to School	An international public health movement focused on helping children walk and bike to school safely and with joy
Safe System Approach	An internationally-recognized strategy for eliminating serious and fatal traffic crashes that proactively addresses root causes: street design, vehicle design, and culture of care and safety among people
Separated Bike Lane	A bike lane that is physically separated from vehicle travel lanes by a curb, vertical delineator, or a lane of parking
Traffic Calming	Design treatments intended to lower vehicle speeds, discourage cut through traffic, and improve neighborhood safety and livability.
Travel Tally	An annual classroom survey of how students actually got to school, regardless of BPS Transportation assignments.
Truck Side Guards	Safety barriers installed between a truck's front and rear wheels designed to prevent people who are walking or biking from being swept under the rear wheels in the event of a side crash
Vision Zero	A global movement to eliminate traffic crashes that kill or severely injure people based on the Safe System Approach

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INTRODUCTION

For ten years, Boston has acted on a core belief: serious injuries and fatalities on our streets are neither inevitable nor acceptable. With this 2026 *Vision Zero Action Plan* update, Boston reaffirms its commitment to the goal of eliminating crashes in our city that result in serious injuries and fatalities.

Beginning in Sweden in 1997, Vision Zero is a global initiative to address the epidemic of lives lost to traffic crashes.[1] Over the last ten years, more than 400,000 people were killed in crashes in the United States.[2] Millions more have been seriously injured, including many with life-altering consequences. In 2015, Boston became the first municipality in Massachusetts to adopt Vision Zero, with over 80 cities nationwide now committed to preventing serious and fatal crashes.

OUR VISION ZERO PRINCIPLES: BUILDING A SAFE SYSTEM

Vision Zero is not something achieved by individuals alone. It requires a transportation system that is designed and operated to prioritize human life. Since adopting Vision Zero in 2015, Boston has embraced street safety as a systemic public health issue. We understand our transportation system as a key determinant of population health, community well-being, mobility, and equity. Using evidence-based strategies, we are guided by core principles that make up a Safe System:

1. **Traffic deaths and serious injuries are preventable and unacceptable.** We do not accept the loss of human life as a necessary cost to society.
2. **The human body is vulnerable.** We can respect and prioritize the limits of the human body by reducing crash forces resulting from the mass and speed of travelers.
3. **People make mistakes:** When mistakes happen, no one should pay with their life. We can proactively anticipate human error and build in tolerance so that the consequence of a crash is not severe injury or death.
4. **We're in this together.** We are all responsible for creating a safe system, including those who design and build our streets, those who use our streets, and those who provide care after crashes occur.

[1] Learn more at visionzeronetwork.org
[2] National Center for Statistics and Analysis. (2026, April). Early estimate of motor vehicle traffic fatalities and fatality rate in 2025 (Traffic Safety Facts Crash Stats Brief Statistical Summary. Report No. DOT HS 813 800). National Highway Traffic Safety Administration. https://doi.org/10.21949/7wyp-yb17

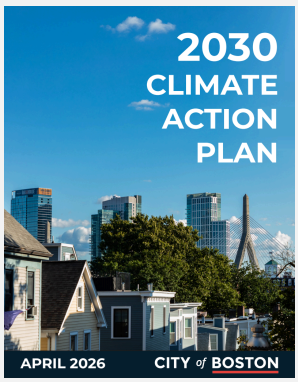
We are proud that Boston stands out as one of the safest cities in the country and determined to continue our progress. Our narrow streets, walkable neighborhoods, and well-established transit system are major strengths for a safe, sustainable, human-scaled transportation system. With changing travel patterns and significant investment since 2015, we have also made meaningful progress toward our goals since adopting Vision Zero: overall, there are about 20% fewer serious crashes reported per year now than ten years ago. Though we celebrate this progress, our family, friends, and neighbors continue to be injured and killed on our streets.

We still have a long way to go. Looking ahead to our next ten years, we are armed with deeper understanding, experience, and collaboration than when we became a Vision Zero city in 2015. We have implemented and refined policies, tried and measured new street designs, and enlisted the expertise and resources of many City departments, industry experts, and community partners in our resolve to eliminate serious crashes. This 2026 update reflects what we have learned and focuses on actions to address the most pressing traffic safety issues impacting Boston today.

CONNECTING THE DOTS

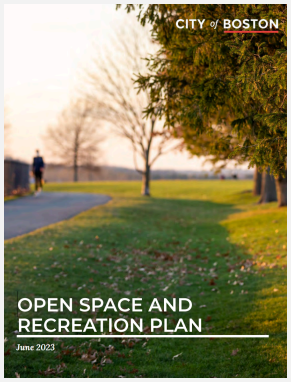
When we invest in safer streets, we also invest in healthier communities, sustainability, and economic opportunity. We make a healthier lifestyle like walking and biking more accessible. We make life more affordable by reducing the bill at the gas pump. We build a greener city by reducing air pollution. We create a more family-friendly city by allowing children and older adults to travel safely and independently. We build social connectedness because a comfortable space to walk encourages meaningful social interactions with neighbors. We support small businesses because streets that feel safe are good for business.

Safe streets are a shared priority across City departments and multiple Citywide strategic plans:



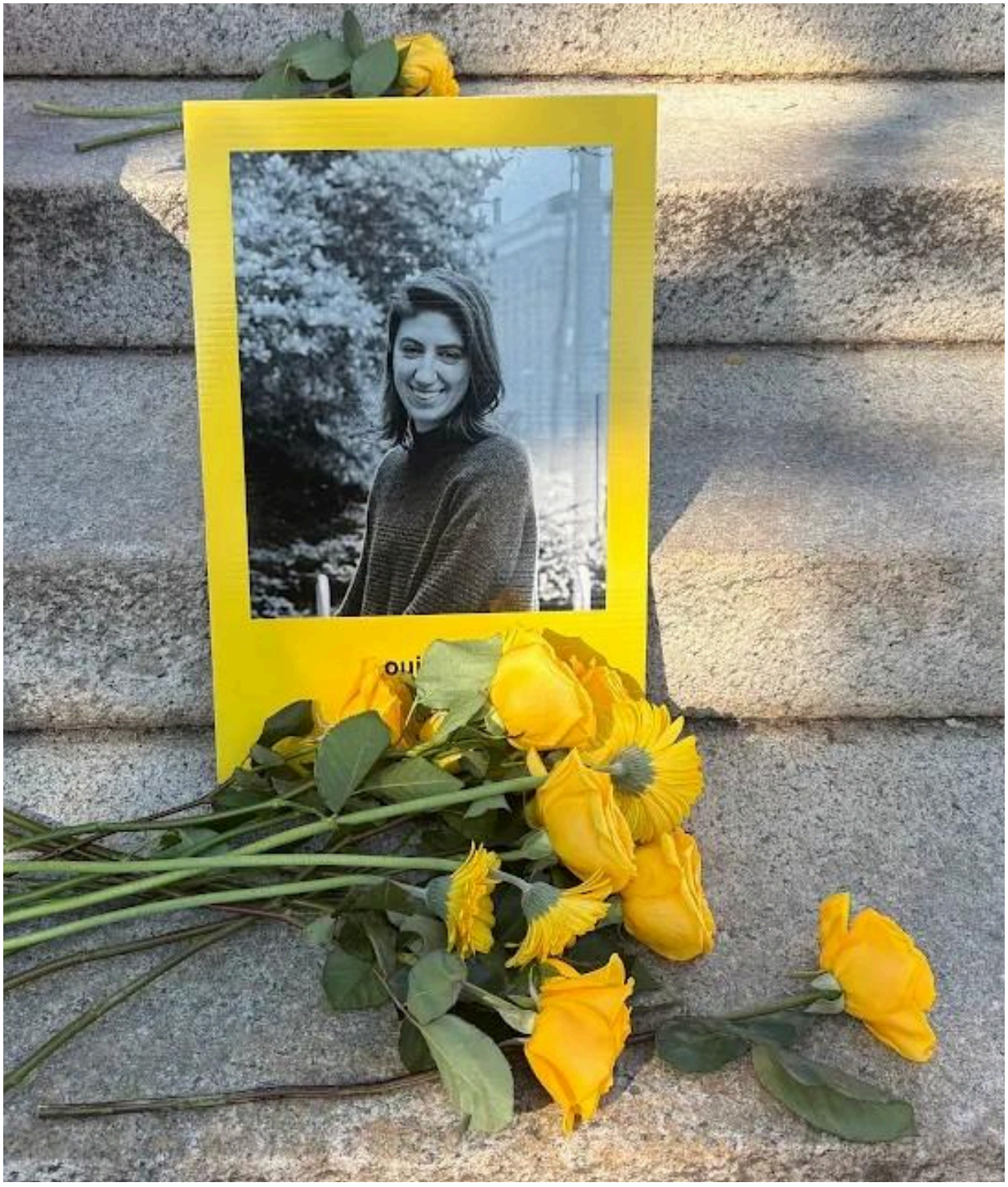






DEDICATION

Every serious crash has a victim and a community of people impacted by a tragic death or debilitating injury. This Action Plan reflects our continued commitment to eliminate serious and fatal crashes on our streets and is dedicated to everyone we lost due to a traffic crash in Boston.



01

DATA TRENDS



SECTION 1: DATA TRENDS

Every number in this section represents a person: a neighbor, a family member, a coworker, a friend. We look closely at the data because it tells us where and how to act for the greatest impact, and whether our actions are working. With ten years of Vision Zero action, we can measure the results of our work. We can also review current and emerging data to point us towards where attention and resources are still needed most.

Boston's streets are safer than when we began. Since 2015, injury crashes have fallen by about a fifth and fatal crashes by about a quarter. But we have much more work to do. Older adults account for a disproportionate share of pedestrian deaths, and many of our most crash-prone streets run through our lowest-income neighborhoods.

ABOUT OUR DATA

Our crash numbers come from two sources and cover three categories of road users. All crash data is based on the best available information at the time of review.

WHERE THE DATA COMES FROM

Our crash reporting starts with a call to 911. When Boston Emergency Medical Services (EMS) responds to a crash, the emergency medical technicians (EMTs) and/or Paramedics on scene enter relevant information into a patient care report. All potential bicycle and pedestrian incidents are subsequently manually reviewed by a member of Boston EMS for case inclusion.[3] Fatal traffic-related crashes are reviewed and reported by the Boston Police Department (BPD).

CRASH TYPE	SOURCE	WHICH STREETS IT COVERS
Injury crashes	Boston Emergency Medical Services (EMS)	All streets, sidewalks, and paths in Boston, including those under the jurisdiction of other agencies.
Fatal crashes	Boston Police Department (BPD)	City-owned streets only
	MassDOT IMPACT Portal	All surface roads in the City of Boston, including state-owned (used for High Injury Network analysis)

TIMEFRAME

All crash data run from 2015 through 2025, which is the most recent full calendar year we have available. We typically use three-year averages when reporting crash trends; this helps to avoid

[3] City of Boston, Vision Zero Crash Records

distorting overall trends resulting from small sample sizes, in particular for fatal crashes. Some analyses in this report use different time frames, which are noted in each section and figure.

WHO IS COUNTED

In our analysis, we talk about pedestrians, bicyclists, and motorists. These categories simplify big trends in a useful way and allow comparisons over time. However, with new ways of getting around that have emerged in recent years, it's important to be clear about how we define each one, and which ones are included in our analysis. Our crash reporting uses travel mode categories that Boston EMS records when it responds to a crash, as defined below.

USER	INCLUDES	DOES NOT INCLUDE
Pedestrian	People walking or using a wheelchair, electric wheelchair, or stroller, on a street, sidewalk, path, or parking lot, who are struck by a vehicle or by someone using any other mode, including but not limited to bicyclists and scooters.	People using motorized or non-motorized modes of transportation, including skateboards, scooters, or similar devices
Bicyclist	People riding a two-wheeled bicycle powered only by pedaling or hand cranks on a street, sidewalk, path or parking lot, who are injured in association with riding a bike. This includes crashes with a vehicle or someone using any other mode of transportation, where the bicyclist is considered the more vulnerable road user. Also includes crashes that do not directly involve another party, such as road surface falls and striking a stationary object.	People riding stationary bikes, e-bikes, e-scooters, or mopeds; because of similarities in appearance, some e-bikes may be classified as standard bicycles and thus included in crash reports
Motorist	People in crashes involving only motor vehicles, such as cars, motorcycles, vans, buses, and trucks	People on mopeds or scooters; crashes that also involve a pedestrian or bicyclist, which count in those categories; intentional crashes, such as assaults

BIKE AND MICROMOBILITY CRASH DATA LIMITATION

E-bikes and other micromobility devices are not currently included in crash reporting methods. Manually reviewing and reporting on roadway incidents is a time consuming endeavor that Boston EMS has been committed to since the launch of Vision Zero. The department is working to expand reporting beyond pedestrian, bicycle and motorist modes of transportation. E-bikes and other personal mobility device crashes are currently unreported in our analyses. As the data is enhanced to include these transportation modes, we will update our analysis and act on any trends it reveals.

THINGS TO KEEP IN MIND

Crash numbers show where and how often people are hurt, but they are not a direct measure of street safety. What gets reported and how many people use a street all shape what the numbers show. The points below explain these factors, and why the data still work well for a citywide analysis.

- **Crashes are underreported.** All figures in this section reflect crashes resulting in an encounter with Boston EMS. People who don't seek treatment or report to a hospital on their own after a crash are not included. A street with few recorded crashes is not necessarily safer; it may just not be showing up in our data.
- **Injury crashes are not sorted by severity.** EMS data shows that a crew responded to a crash, but not the extent of their injury. We use all crashes that required an EMS response as a proxy to measure progress towards eliminating fatal or serious crashes.
- **Crash counts do not account for how many people use a street.** More people walking, biking, or driving can inherently increase the chance of a crash occurring, even if the overall risk is lower. In addition to crash data, we use street characteristics and other principles of systemic safety to identify where improvements are needed.

HOW ARE CRASHES TRENDING CITYWIDE?

Injury crashes reported by Boston EMS have fallen by approximately 20% and fatal crashes by about 25% since we adopted Vision Zero.[4] However, that progress has been uneven. Pedestrian injury crashes have fallen by the largest percentage, but pedestrian deaths have not. These citywide trends could reflect many factors, including changes in how people have traveled since the COVID-19 pandemic. We can't pinpoint which factors have caused this citywide decline, but we see a clear pattern of reductions in reported crashes on streets we've redesigned during that time.

INJURY CRASHES

Boston averaged about 3,470 injury crashes each year between 2023–2025, or around 10 injury crashes per day. This is down from an average of about 4,330 a year between 2015–2017, or roughly 12 injury crashes per day. Since 2015, serious crashes declined for every reported mode:

- **Pedestrian crashes** are down 34%, from about 820 to 540 a year.
- **Bicyclist crashes** are down 23%, from about 440 to 340 a year. Part of this drop may reflect people switching to e-bikes, which are not currently captured in our data, as described above.
- **Motorist crashes** are down 16%, from about 3,080 to 2,590 a year.[5]

[4] These data reflect a comparison between the first three-year average immediately after we adopted Vision Zero (2015-2017) and the most recent three years (2023-2025).
[5] EMS changed their reporting methodology in mid-2024 and as a result began capturing more motorist crashes. Therefore, the true decline is likely larger.

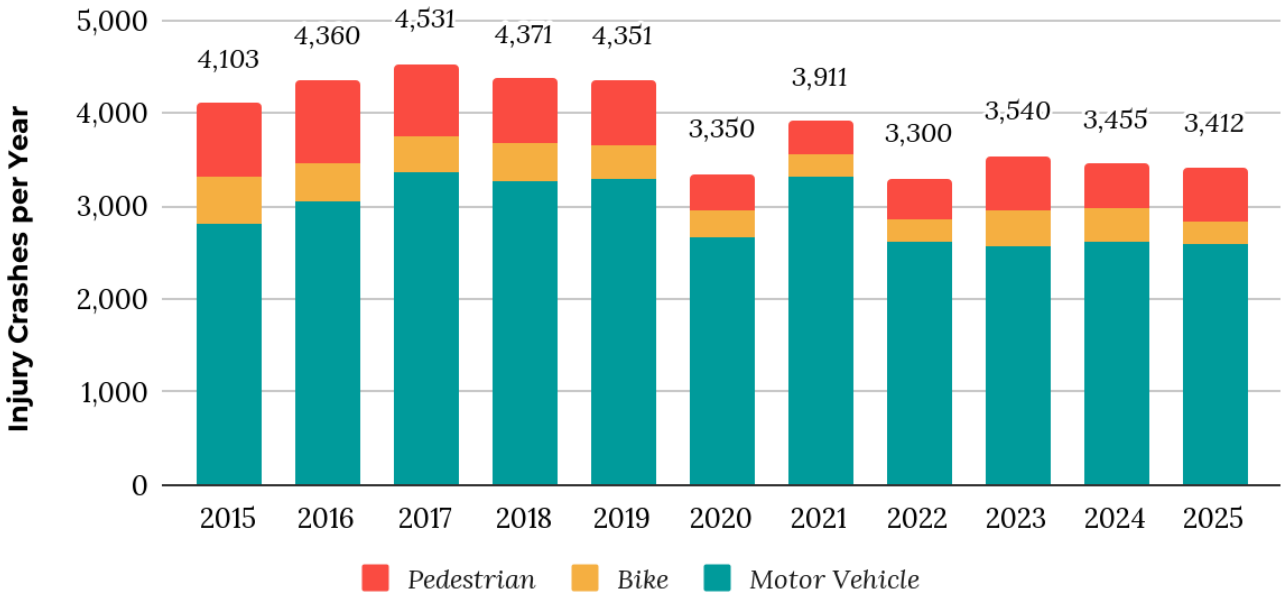
Pedestrian and bicyclist injury crashes reached their lowest point in 2020–2022, when the COVID-19 pandemic reduced travel across the city. Injury crashes have partly increased since, but remain well below where they were when we adopted Vision Zero in 2015.

WHAT'S WORKING

Our street safety projects are making a difference. When compared with similar streets that we did not redesign, crashes have declined more significantly on both main arterials and neighborhood streets where projects were completed:

- Major streets that were redesigned as multimodal connections with protected space for bike or bus lanes saw about **24% fewer** pedestrian injury crashes than similar streets without design changes. On bus lane projects alone, we saw about **44% fewer**.
- Neighborhood streets where we built neighborhood traffic calming saw about **33% fewer injury crashes for all travel modes** than on similar streets with no changes.

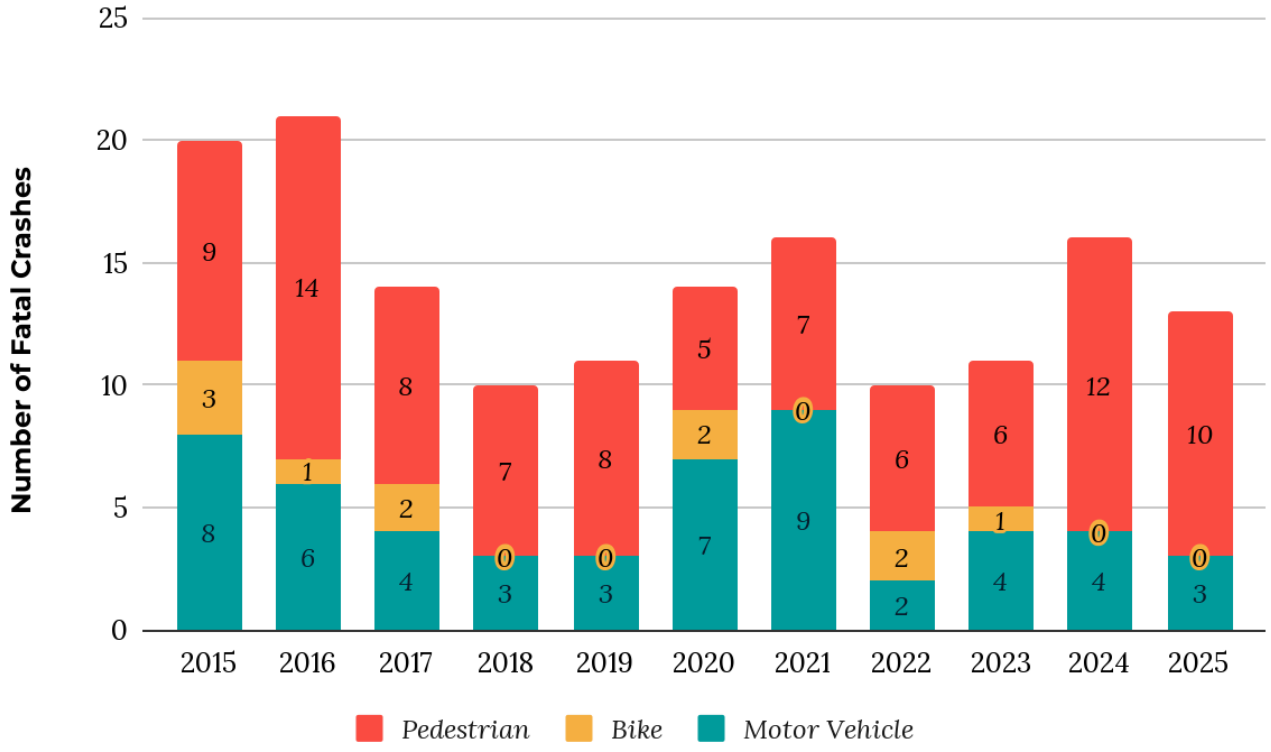
FIGURE 1 — Annual injury crashes by mode, 2015–2025. Injury crashes are incidents to which Boston EMS responded. Motorist counts from mid-2024 onward reflect a new EMS reporting system and are not directly comparable to earlier years. Bicyclist crashes in this dataset only include people that EMTs categorized as riding manual pedal bikes.



FATAL CRASHES

From 2015 through 2025, 156 people were killed on City-owned streets. The three-year average fell from about 18 people killed a year between 2015–2017 to about 13 per year in 2023–2025, with the largest and most sustained reduction in motorist fatalities. Our fatal crash data reveal the unique vulnerabilities of pedestrians who travel without the protection of a vehicle: while pedestrians accounted for roughly 16% of all injury crashes, they were the victims in 70% of fatal crashes from 2023-2025. After trending downward between 2017 and 2023 and declining during the COVID-19 pandemic, fatal pedestrian crashes began to rise again in 2024.

FIGURE 2 — Fatal crashes by mode on City-owned streets, 2015–2025. Source: Boston Police Department.



WHERE AND WHEN DO THE MOST CRASHES OCCUR?

A large share of injury and fatal crashes happen on a small portion of roadways. Our High Injury Network analysis identifies the streets with the highest concentrations of injury and fatal crashes for each mode – pedestrians, bicyclists, and motorists.[6] This helps identify where to focus street safety investments to have the greatest impact.

The combined high injury network for all modes covers about 54 miles of City-owned streets. Those 54 miles are just 7% of Boston's City-owned streets, yet they are where 34% of all serious crashes and 43% of fatal crashes occurred. Another 8 miles of high-injury streets are on state-owned roads, such as Morton Street and Gallivan Boulevard.

The high injury network is concentrated in a few parts of the city. Dorchester and Roxbury contain more than half of the high-injury pedestrian streets and about two-thirds of the motorist high injury streets. These include many of the busiest roadways through these neighborhoods, including Blue Hill Avenue, Washington Street, Columbia Road, and Columbus Avenue. The high injury streets for bicyclists are concentrated closer to the core of the City.

WHAT HIGH-INJURY STREETS HAVE IN COMMON

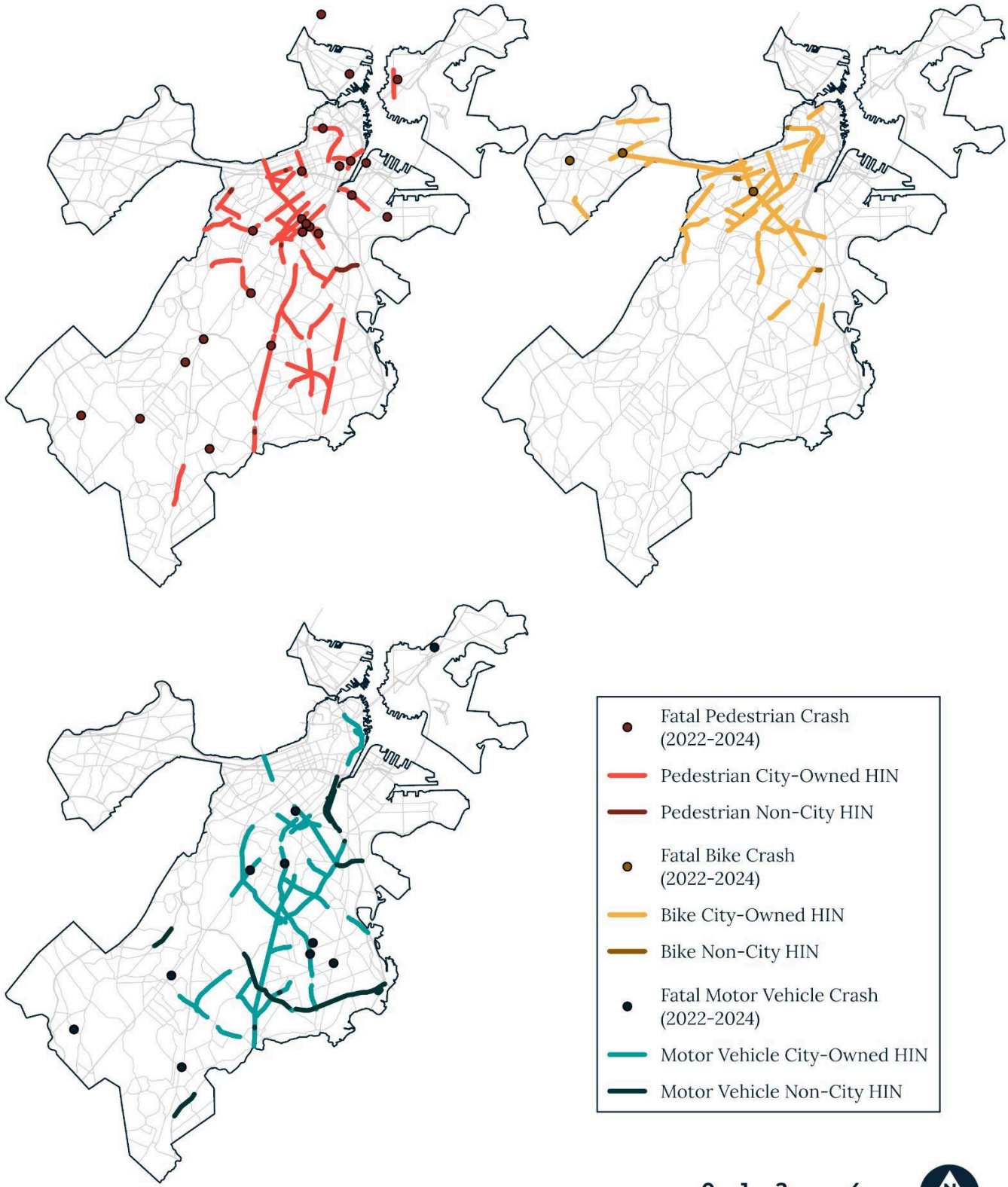
The High Injury Network is disproportionately concentrated on particular kinds of streets:

- **Major streets** that are classified as arterials (which are generally both busy and wide), make up 23% of our street miles but 98% of the High Injury Network.
- **Wider streets** with four or more travel lanes make up 7% of City street miles but about 40% of the High Injury Network.
- **Destination streets** lined with shops, schools, offices, large apartment buildings, houses of worship, and other places people go every day make up about 21% of City street miles but 56% of the High Injury Network.

These streets serve many different purposes all at once. They carry traffic across the city and region while also serving as neighborhood main streets where people walk, bike, catch the bus, park, make deliveries, and more. When one street is the focal point for so much activity, the potential for crashes grows.

[6] While we used the most recently-available 3 years of data for other crash trends, the High Injury Network analysis was completed prior to the verification of all 2025 crash data and therefore is based on crash data reported between 2022 and 2024. The HIN analysis also includes fatality data reported on streets reported to MassDOT, including those not on streets owned by the City.

FIGURE 3 — The 2025 High Injury Network. The 2025 Pedestrian, Bike, and Motor Vehicle High Injury Networks with fatal crashes, 2022–2024



INTERSECTIONS

Most fatal crashes happen at intersections. From 2022 to 2024, intersection crashes accounted for 78% of fatal crashes and 43% of injury crashes. Crashes at intersections with traffic signals account for about 20% of injury crashes but nearly half of fatal crashes.

NIGHTTIME

Fewer crashes happen after dark, but they are about four times as likely to be fatal. From 2022 to 2024, more than a third of injury crashes occurred in darkness or twilight, compared with about two-thirds of fatal crashes.[7] Nighttime pedestrian crashes at intersections are especially concentrated on the High Injury Network, where about 6 in 10 of them occur. In addition to reduced lighting, speeds often increase overnight when traffic is lightest.

BEYOND CRASH NUMBERS, COUNT DATA CAN ROUND OUT THE STORY

While the High Injury Network is an important assessment tool, crash statistics don't tell the whole story without factoring in how many people use a street. A street where a lot of people walk and bike might be on the high-injury map partly because so many people use it. Because virtually all serious crashes involve a motor vehicle, streets that carry heavy vehicle traffic are more likely to have more crashes, and more risk for people walking and biking.[8]

Our biking data help illustrate why counts matter:

- Since 2016, the number of people biking measured at more than 60 count locations citywide has **grown by 54%**, but bicyclist injury crashes **fell by 23%**. These trends suggest declining risk per bike trip, even on busy streets that remain on the high-injury map after a safety redesign project.
- Research from cities around the world find a similar pattern for people walking and biking, often called "safety in numbers." As more people walk and bike, each person is less likely to be injured. Our data analysis doesn't separate this effect from the effect of safer bike routes, but the pattern is consistent.[9]

However, lower risk per trip doesn't make streets safe enough. Every injury crash is still a real person being harmed, and these streets remain our top priority. Counts can help us round out the story to better understand our progress and where we need to focus.

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[7] Lighting conditions could be determined for 35 of 51 fatal crashes; 23 of those occurred in darkness or twilight. Lighting conditions could be determined for 23 of 35 fatal crashes.
[8] Elvik, R., & Bjørnskau, T. (2017). Safety-in-numbers: A systematic review and meta-analysis of evidence. Safety Science, 92.
[9] Elvik, R., & Goel, R. (2019). Safety-in-numbers: An updated meta-analysis of estimates. Accident Analysis & Prevention, 129. See also Jacobsen, P.L. (2003). Safety in numbers: more walkers and bicyclists, safer walking and bicycling. Injury Prevention, 9(3), 205–209.

WHO IS GETTING HURT?

Between 2023 and 2025, pedestrians, older adults, and residents of our lowest-income neighborhoods were most strongly impacted by serious traffic crashes.

PEDESTRIANS

People walking are the most likely to die when a crash happens. From 2023-2025, pedestrians were involved in about 16% of injury crashes, but 70% of fatal crashes on City-owned streets. A crash involving a person walking is over 12 times as likely to end in a death as one involving only motorists. A person on foot has no protection, and the speed and size of the vehicle that strikes them largely determine whether they survive a crash.

OLDER ADULTS (65+)

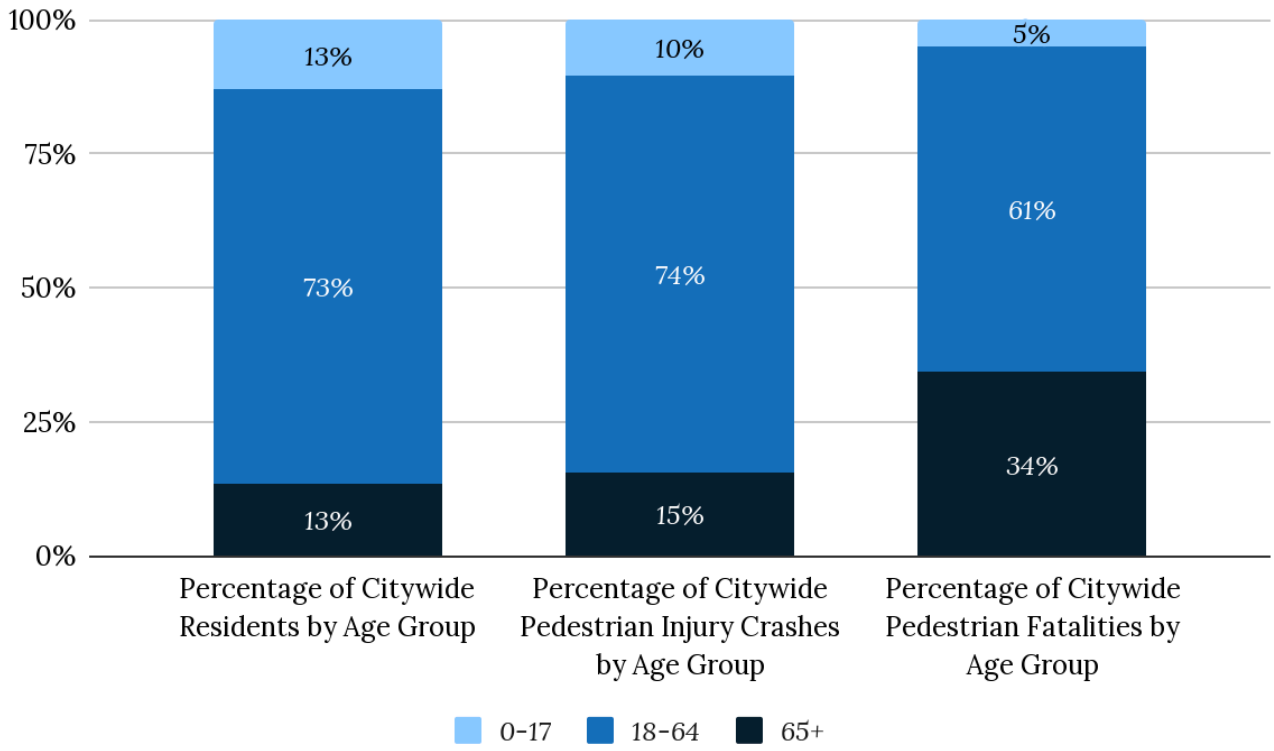
Older adults face the greatest risk when walking. People 65 and older make up 13% of Boston residents. From 2021 through 2025, they were involved in 15% of pedestrian injury crashes, but 34% of pedestrian fatal crashes. These are our parents, grandparents, and neighbors, many of whom rely on walking to get to transit, shops, appointments, and open spaces. About 36% of crashes that hurt an older adult walking or biking happened within 500 feet of a public park entrance.[10]

CHILDREN

From 2021 through 2025, Boston EMS responded to an average of one crash per week involving a child walking, and every two weeks for crashes involving a child biking.[11] Children make up 13% of Boston residents and were involved in 10% of pedestrian injury crashes and 2 of the 41 fatal pedestrian crashes. Around 1 in 3 crashes that injured a child walking or biking happened within 500 feet of a park entrance. Similarly, about 1 in 3 happen within 500' of a school building. Schools, parks, playgrounds, and athletic fields bring children and families together, and the streets around them need to be safe to reach on foot and by bike.

[10] Source: BPRD Planning and Research Group, Boston EMS, Boston Police Department, 2021-2025
[11] These figures do not include children riding e-bikes or e-scooters.

FIGURE 4 — Residents, pedestrian injury crashes, and pedestrian fatal crashes by age group, 2021–2025. Injury data: Boston EMS. Fatal crash data: Boston Police Department.



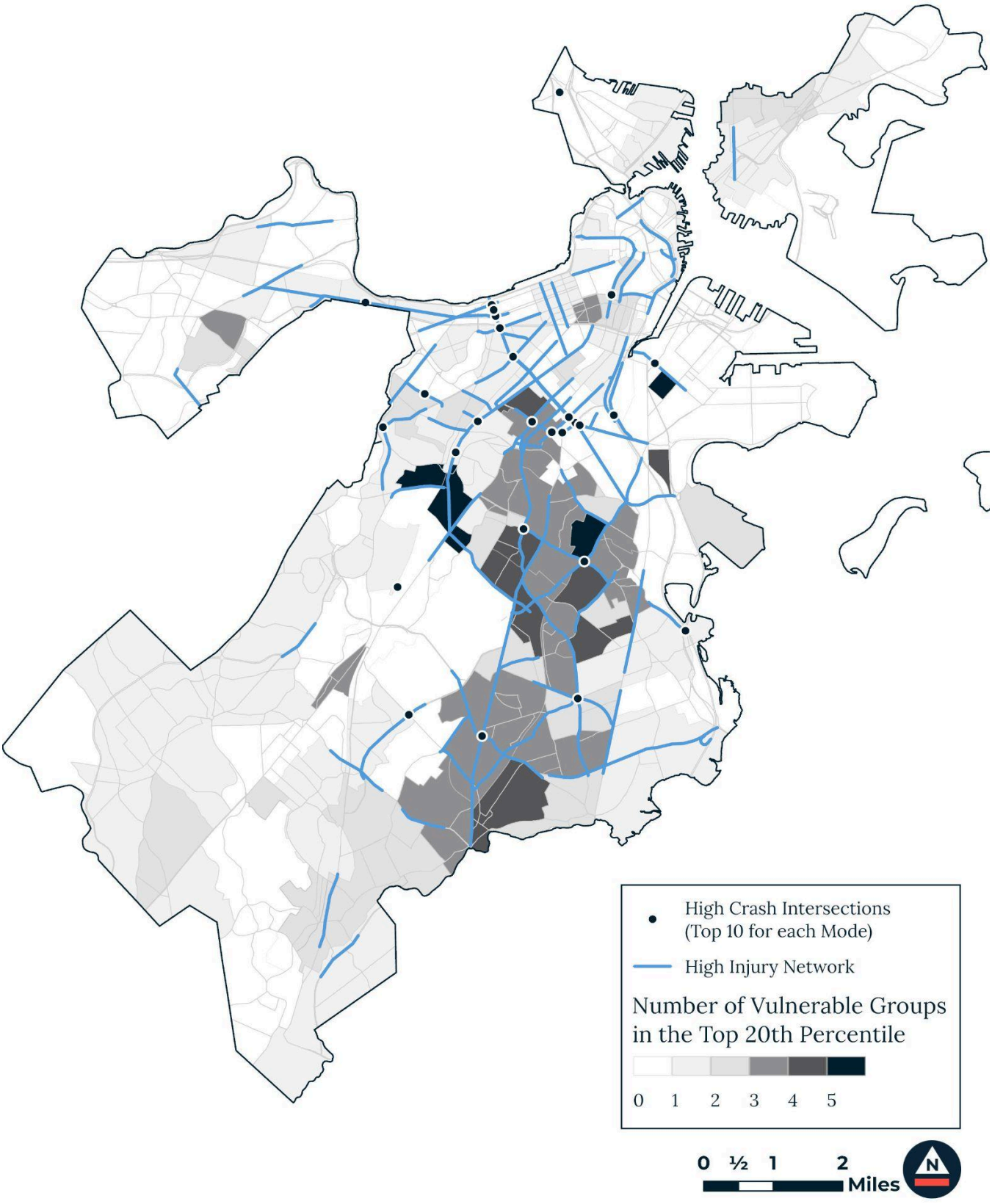
SOCIAL VULNERABILITY

Across all travel modes, the streets where people are most often hurt run disproportionately through our lowest-income neighborhoods. Roughly 21 miles of our high injury map run through census tracts with the highest poverty rates, compared with 4 miles in tracts with the lowest poverty rates.

Our highest crash streets for pedestrians and motorists are also concentrated where more people of color and people with disabilities live.[12] Tracts with the highest shares of residents of color contain 71% of the high injury streets for motorists. Tracts with the highest shares of people with disabilities contain 61%. Guided by our focus on health equity, these findings highlight the importance of targeting traffic safety investments to help all residents live long and well.

[12] People of color refers to residents who do not identify as non-Hispanic white, following U.S. Department of Transportation Title VI definitions. Results are not broken out by individual racial or ethnic groups.

FIGURE 5 — 2025 High Injury Network and Social Vulnerability. Census tracts are darker based on how many of the following criteria they meet: top 20th percentile of youth residents, senior residents, residents with low-English proficiency, non-white residents, residents with a disability, or population in poverty.



WHAT'S WORKING?

When we build streets so that safe speeds flow steadily and everyone has a clear place to travel, we save lives and prevent serious injuries.

While crashes have fallen citywide over the past ten years, streets where we made certain types of design changes improved more than similar streets where no changes were made. We evaluated 52 street redesign projects and 19 miles of neighborhood streets where we installed traffic calming between 2018 and 2022, and compared crash trends to similar streets where no improvements were made. This allowed us to compare three years of crash data before the installation (2015-2017) to three years of crash data after the installation (2023-2025).[13]

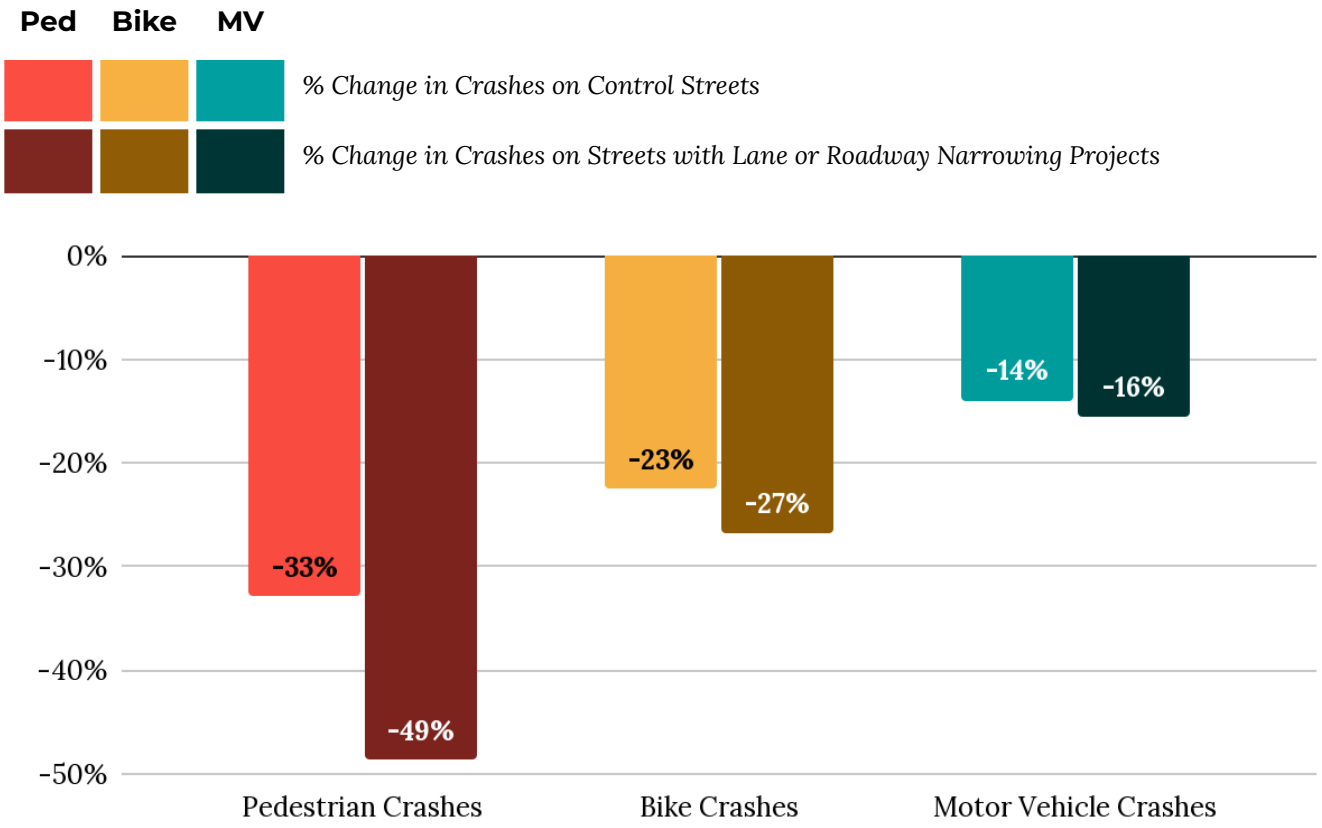
Projects that created multimodal roadways with protected space for bus or bike lanes made streets safer for all travelers, but especially for people walking. In project areas where vehicle lanes were reallocated to create dedicated bus and bike lanes, pedestrian injury crashes dropped from 230 to 118, about 24% lower than on unmodified streets. Bus lane projects saw the largest decrease, with crashes injuring pedestrians about 44% lower than similar streets without design changes. Research suggests these designs work because fewer, narrower lanes calm traffic speeds and shorten the distance people have to walk across moving traffic.[14] [15]

FIGURE 6 — State Street in Downtown, 2026



[13] As with all of our injury crash data, crashes involving e-bikes and other personal mobility devices are not currently reported. Since these crashes are missing from data citywide, their absence is unlikely to have influenced the findings.
[14] Federal Highway Administration, Proven Safety Countermeasures: Road Diets (Roadway Reconfiguration).
[15] Marshall, W.E., & Ferenchak, N.N. (2019). Why cities with high bicycling rates are safer for all road users. *Journal of Transport & Health*.

FIGURE 7 — Comparison of Crash Reductions on Streets With and Without Lane or Roadway Narrowing Projects

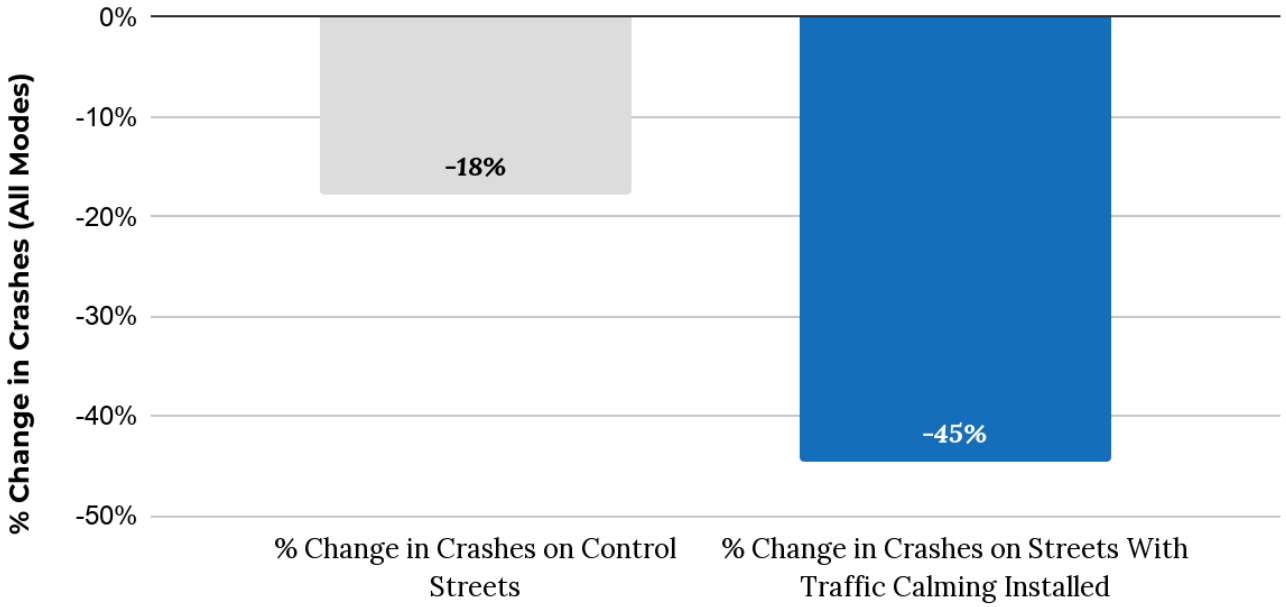


Traffic calming measures implemented in neighborhoods reduced injury crashes for everyone. In an evaluation of 11 neighborhood-wide traffic calming projects covering 19 miles of streets, injury crashes fell by 45% as compared to 18% on similar streets without traffic calming. These projects installed traffic calming elements such as speed humps, raised crosswalks, and curb extensions throughout a neighborhood and showed results in slowing traffic and improving safety across the entire area.

FIGURE 8 — Traffic calming features including curb extensions, raised crosswalks, and speed humps



FIGURE 9 — Comparison of Crash Reductions on Streets With and Without Traffic Calming



WHAT WE'RE STILL LEARNING

Our data has limitations. The findings above reflect what we can see in the data that is available to us today, but it is not the whole picture. We know that some crashes go unreported, and our injury data do not yet capture crashes involving e-bikes and other new personal mobility devices. The data above also does not account for crash severity or risk, by factoring in how many people walk, bike, and drive on each street. We will continue to improve our data collection and analysis as we evaluate the impact of our work, including for projects completed since 2023 that need more years of data to thoroughly understand their impact.

The data and trends summarized above provide meaningful evidence of the root causes of serious and fatal crashes on our streets and the interventions that are shown to prevent them. The strategies and actions presented in this report are grounded in this data, research from around the world, and what we have learned working with communities to make our streets safer.



02

VISION ZERO STRATEGIES

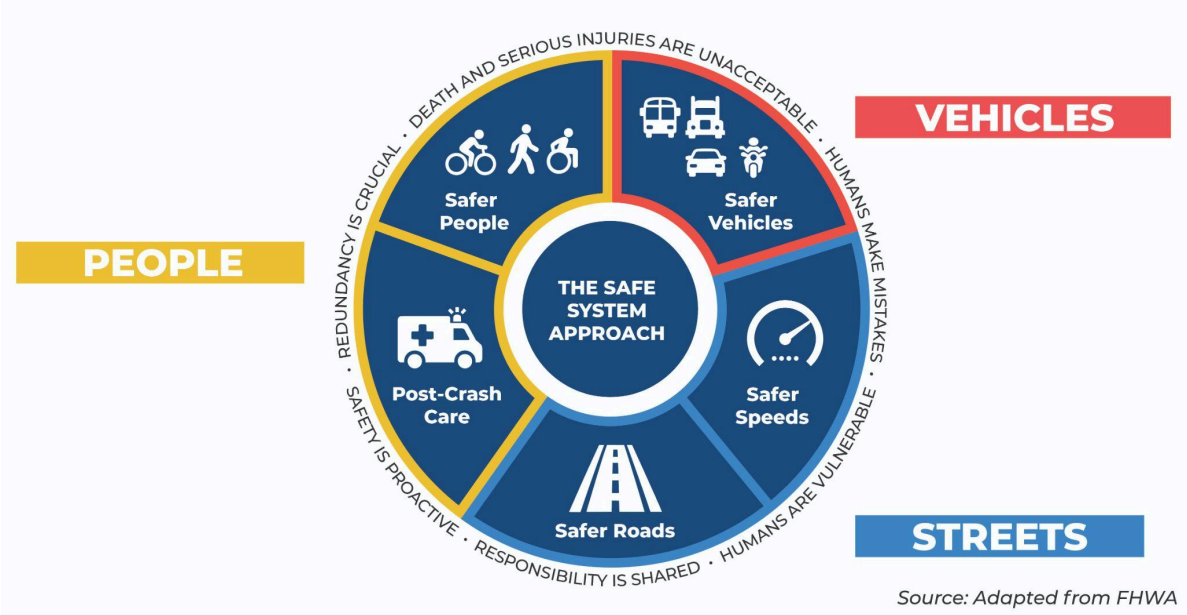
SECTION 2: VISION ZERO STRATEGIES

The 2026 Action Plan is organized around three fundamental elements of the Safe System Approach: the **streets**, the **vehicles**, and the **people**. Nested within each, this Action Plan contains a mix of action types to support critical safety strategies, including:

- Actions to **START:** New focus areas to begin incorporating into our Vision Zero work
- Actions to **CONTINUE & SCALE:** Actions we have already seen work in Boston
- Actions to **EXPLORE & EVALUATE:** Ideas that show promise for addressing a safety issue, but that need to be further researched, tested, refined, and measured
- Actions to **ADVOCATE** for: Actions that are important to our safety goals but that need support or authority beyond the City, such as state law changes or actions by other agencies

After 10 years of working to establish City policies, projects, and operational norms that support Vision Zero, we are not starting from scratch. A decade's worth of investments and data collection has given us a stronger understanding of what works, what still needs refining, and emerging challenges that need our attention.

Finally, our 2026 Action Plan reinforces one of the most important lessons we have learned over the last ten years: Vision Zero is a shared vision and goal, requiring all City departments, partners, and our community to work together to make our streets safer. Our Action Plan connects the dots between street design and operations, land use, public health, public safety, and more, showcasing the importance of a collaborative and mutually reinforcing approach to Vision Zero.



Source: Adapted from FHWA

STREETS

How we design our streets tells us where to travel, when to go and when to stop, how fast to go, and when to be extra alert. Through both subtle and obvious cues, we use street design and operations to help address two important factors impacting street safety: **speed** and protection at **conflict points**.

WHY FOCUS ON SAFE SPEEDS?

Speed is a primary determinant of crash severity: slower speeds reduce the chance that a crash will result in serious injury or death. This is especially true for more vulnerable populations like older adults.[16] In addition, slower speeds reduce the likelihood that a crash will happen at all. At lower speeds, people have a wider field of vision and are able to react more quickly to prevent a crash.

In Boston, serious crashes happen most often on busy streets where speeding is more prevalent, including streets with two or more lanes per direction. These streets make up just 12% of the City's total street mileage, but are where nearly 30% of serious crashes occur. Higher speeds and wide streets go hand-in-hand: multi-lane streets create wide open roadways that make it feel comfortable to drive at high speeds, regardless of the posted speed limit. Controlling speeds, especially at potential conflict points, like intersections and crosswalks is part of how we build forgiveness into our transportation system so that when people make mistakes, no one pays with their life.

RESEARCH HIGHLIGHT | IMPACT SPEED AND PEDESTRIAN RISK [17]

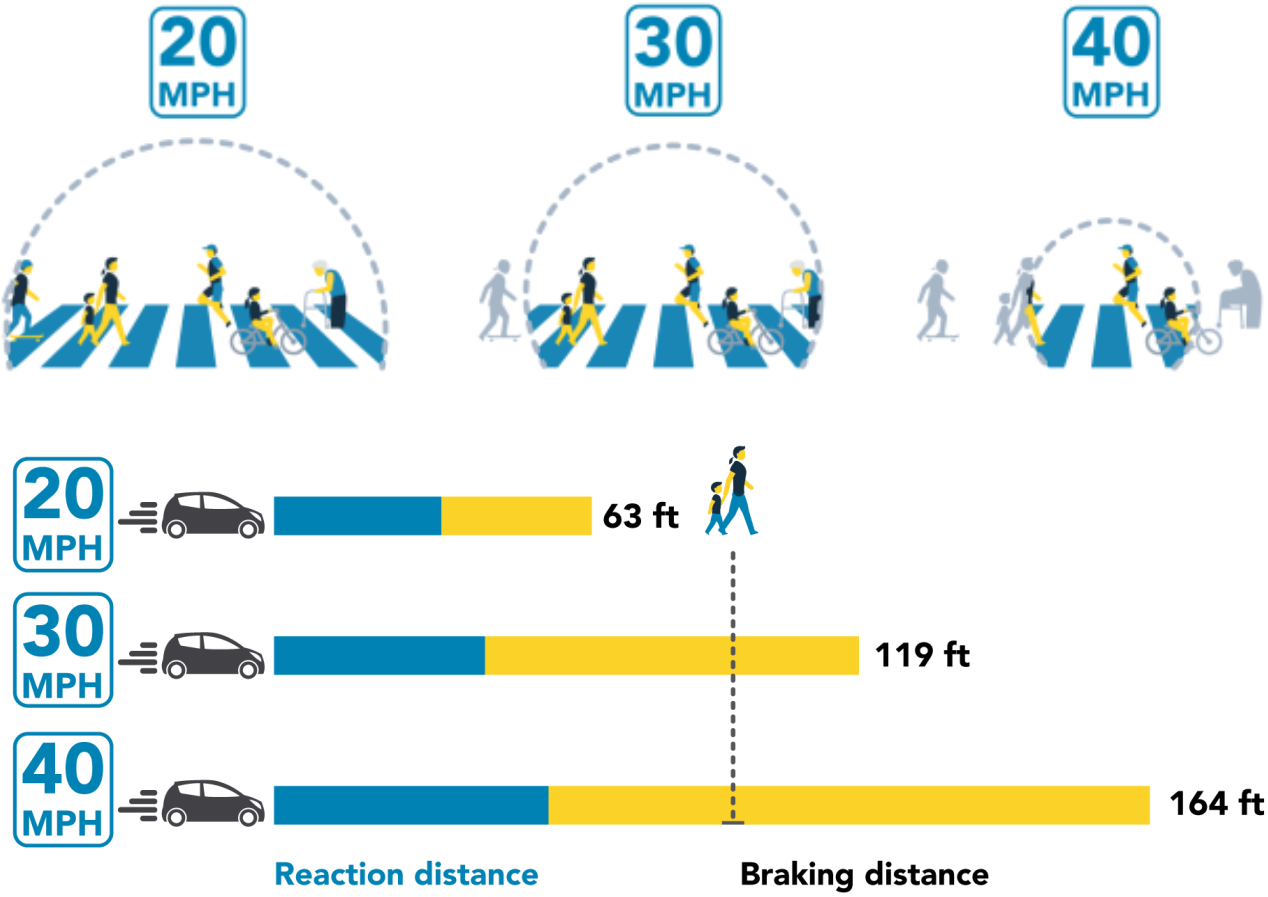
- ➔ The average risk of a person walking being seriously injured or killed in a crash with a vehicle increases significantly with speed. The increase in risk to pedestrians is not linear with increase in speed; beginning at 25 MPH, the risk begins to escalate more quickly.
- ➔ Risks for older adults are much more pronounced than for younger people, with pedestrians over 70 years old nearly twice as likely to be seriously injured or killed in a crash at 25 MPH than the average risk across all age groups.

TABLE #: RISK OF SEVERE INJURY OR DEATH FOR PEDESTRIANS HIT BY A CAR

	RISK OF SEVERE INJURY		RISK OF DEATH	
SPEED	ALL AGES	AGE 70+	ALL AGES	AGE 70+
15 MPH	9%	21%	4%	7%
25 MPH	30%	54%	12%	23%
35 MPH	64%	85%	31%	54%
45 MPH	89%	97%	60%	83%

[16] Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.
[17] Tefft, 2011.

FIGURE 10 — Relationship Between Vehicles Speeds, Field of Vision, and Stopping Distance, sourced from the National Association of City Transportation Officials (NACTO), Urban Street Design Guide, 2013.



WHY FOCUS ON CONFLICT POINTS?

Crashes most commonly happen at locations where travelers cross paths. For example, there are potential conflict points at crosswalks, where vehicles and pedestrian routes intersect. Along streets, there are potential conflict points between people driving, biking, and maneuvering in and out of parking spaces along the curb. At intersections, drivers encounter potential conflicts with one another and with bicyclists when making turns or merging lanes.

How we design and operate our streets influences not only the number of conflict points, but the potential for any crashes that occur to be serious or fatal. We can use a wide range of proven safety strategies to reduce the number of potential conflict points on a street or at an intersection, for example:

- Reducing the number of vehicle lanes passing through a crosswalk decreases the potential for pedestrians to be struck while crossing the street.

- Physically separating bike lanes from vehicle travel lanes reduces the potential for drivers to drift into a person biking.
- At signalized intersections, giving left-turning drivers separate time to turn from people traveling straight reduces the potential for crashes between vehicles in an intersection.

Anticipating needs and designing for the real ways people travel also helps reduce and manage conflict points. A transportation system that relies on perfect human behavior cannot succeed. Whether for convenience or necessity, people will travel in ways that meet their needs regardless of whether it is safe to do so. Through human-centered design, we can reduce risky behavior and the potential for crashes by designing for the needs of our communities, for example:

- Providing crosswalks where people need them to reach daily destinations, instead of forcing them to choose between crossing at an unmarked location or walking several hundred feet out of their way to a crosswalk
- Creating a separate space for people biking, instead of forcing them to either share a busy road with vehicles or ride on sidewalks with pedestrians
- Designating and enforcing high-turnover loading zones near takeout restaurants for people to quickly park for pickup, instead of forcing them to choose between double parking or searching for a legal parking spot several blocks away

PROGRESS AND LESSONS LEARNED

In our first ten years of Vision Zero action, Boston tackled both policy and street design to improve safety on our streets. We reduced the citywide default speed limit to 25 MPH and adopted a new traffic signal design policy focused on safer intersection operations. We installed traffic calming measures across many neighborhoods. We also invested in major redesigns of some of our most crash-prone arterial roads, where we know speeds are highest and serious crashes are most concentrated.

REDUCING SPEEDING

When we redesign multi-lane streets for safer speeds, fewer people get hurt. Since adopting Vision Zero in 2015, major redesigns that reinforce safe speeds have been completed on more than three dozen multi-lane streets such as Tremont Street (South End), Columbus Ave (Roxbury), Centre Street (West Roxbury), and Cummins Highway (Mattapan). These projects ranged widely in their design and construction approaches, but have shown that we can make our communities safer when we design for safe speeds. In an evaluation of over 50 project locations across the City, we found that projects designed to naturally discourage illegal speeding by narrowing or eliminating lanes see fewer serious crashes than streets without design interventions, with the largest reduction in pedestrian crashes (see the Data Trends section above under ‘What’s Working’ for more information).

PROJECT HIGHLIGHT: CUMMINS HIGHWAY (MATTAPAN)

Prior to reconstructing Cummins Highway, where the speed limit is 25 miles per hour, nearly 30% of people drove 30 MPH or higher on the street. The wide, four-lane street created an environment where speeding felt easy, and led to a high number of serious crashes, including 2 fatalities since 2015.

In September 2026, we finished construction on a transformative redesign of a one-mile stretch of Cummins Highway. Data collected after project construction showed that the percentage of drivers speeding 30 MPH or higher **dropped from 30% in 2018 to 7% in 2026**. We redesigned the street to better suit its family-friendly, residential neighborhood context with safer, more accessible crosswalks, green infrastructure and trees, an upgraded streetlight system, and sidewalk-level bike lanes. The project also added a roundabout to control traffic at a problematic three-way intersection at Greenfield Road, allowing traffic to flow from all directions continuously, but at slower speeds.

BEFORE



AFTER



With the widespread adoption of GPS navigation, speeding issues from cut-through traffic have become both a safety and quality of life issue not only on major roads, but also on smaller neighborhood streets carrying cut-through traffic. In recognition of this pattern, Boston has brought traffic calming design elements to streets in every neighborhood. In the last 5 years alone, we reconstructed over 30 neighborhood intersections with new traffic calming features and today there are more than 1,900 speed humps on Boston streets. Crashes are down by 45% on neighborhood streets with speed humps or other dedicated traffic calming elements.[18]

[18] This evaluation compared crash histories for three years before (2015-2017) and after (2022-2025) speed humps were installed on 19 miles of streets. The crashes on those streets were compared to a control group of the nearly 500 miles of streets where no speed humps were installed but were generally eligible for speed humps.

PROJECT HIGHLIGHT: LOST VILLAGE TRAFFIC CALMING (CHARLESTOWN):
Situated in close proximity to highway ramps and regional attractions, the Lost Village neighborhood in Charlestown has historically suffered from cut-through traffic. In 2026, we utilized mitigation funding from the Everett casino to complete a multi-million dollar reconstruction of intersections in the neighborhood to reduce speeding and discourage cut-through traffic. In addition to constructing new raised crosswalks and curb extensions, the project also improved general sidewalk conditions, installed new street lights, added trees, and made all pedestrian curb ramps accessible.

BEFORE



AFTER



No matter the street type, today's bigger and faster vehicles make speeding more dangerous. Across all makes and models, consumer vehicles are nearly 10% heavier than they were a decade ago, and have the power to accelerate 20% faster.[19] As the private vehicle fleet has shifted in makeup toward a larger percentage of heavier and taller vehicles – like SUVs and pickup trucks – severe and fatal pedestrian crashes are occurring at increasingly lower speeds.[20] This reality makes our work to manage speed and the potential for conflicts through street design and operations more important than ever.

Lower speed limits can help, but not resolve, speeding. Reducing the default speed limit to 25 MPH in 2017 represented a major legislative win for Vision Zero action in Boston. However, a number of non-highway streets in the City are still signed for higher speeds of 30 MPH or even higher. In addition, while state law allows speed limits as low as 20 MPH to be implemented around schools or in designated safety zones, this tool has not been implemented to its full potential: About 60% of our 219

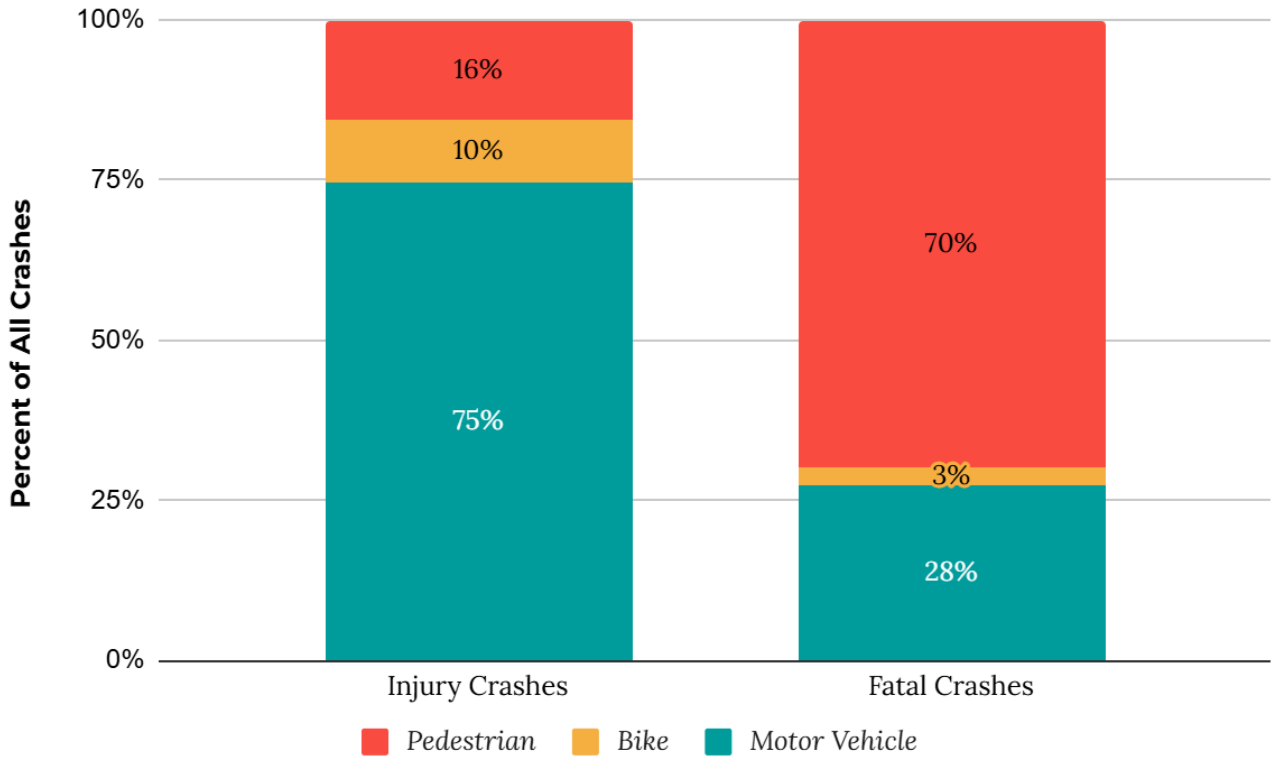
[19] US Environmental Protection Agency. 2025 EPA Automotive Trends Report. Data available at www.epa.gov/automotive-trends/explore-automotive-trends-data. Accessed October 24, 2026.
[20] Samuel S. Monfort, Becky C. Mueller, A modern injury risk curve for pedestrian injury in the United States: The combined effects of impact speed and vehicle front-end height, Journal of Safety Research, Volume 94, 2025, Pages 235-241, ISSN 0022-4375, https://doi.org/10.1016/j.jsr.2025.06.030.

school buildings have school zones. Designing roads for safer speeds while reducing the speed limit are approaches that work together to make our streets safer.

MANAGING CONFLICTS

Our Vision Zero goals depend on doing more to reduce and manage risks to pedestrians. While reported crashes in Boston have reduced for all travelers since 2015, people walking are still more likely than people driving or biking to be killed in a crash. These risks are not shared equally: older adults make up 13% of Boston residents but 34% of pedestrian fatal crashes, and the streets where people are most often hurt run disproportionately through our lowest-income neighborhoods. Since nearly every trip starts or ends with walking - including those made by car or bike – continuing to focus on reducing risks for pedestrians walking along and across the street is a top priority.

FIGURE 11 — Comparison of Injury and Fatal Crashes on City-owned Streets, 2023-2025



Since 2015, we have worked on scaling pedestrian safety features that work, while testing new designs and construction methods. Across the City we have installed crosswalk daylighting, curb extensions, and raised crosswalks at hundreds of intersections. These pedestrian safety features are now standard elements in our work, whether a basic repaving project or a large capital project.

We're also working to more effectively integrate Vision Zero into our annual maintenance activities. Over the last three years, the City repaved about 120 miles of roadway. In 2026, we redoubled our efforts to coordinate our annual resurfacing program with safety benefits. With a growing emphasis on

street lighting maintenance, we have also been able to make important improvements to nighttime safety, when the most severe pedestrian crashes are most likely to happen. Beginning in 2025, we also started to experiment with new methods to more quickly implement protective pedestrian safety elements to help install safety interventions more quickly and cost effectively in more places.

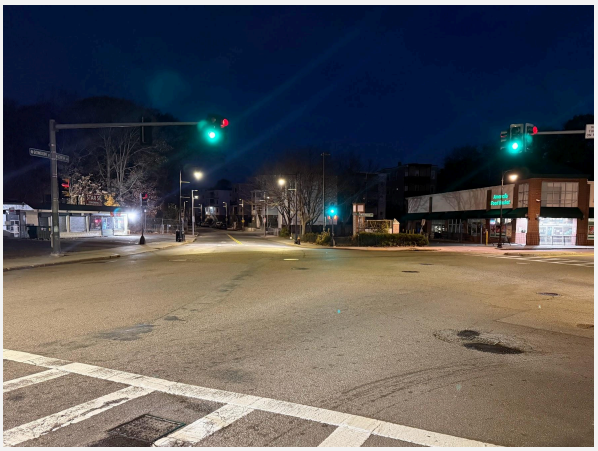
PROJECT SPOTLIGHT: CITYWIDE STREET LIGHTING UPGRADES (CITYWIDE)

In recent years, we have accelerated the replacement schedule for light fixtures from 15 years to 10 years, helping to ensure more reliable lighting and better visibility at intersections and conflict points. The upgrades also support our transition to smart LED lighting technology, which allow individual lights to be adjusted for brightness and timing while also minimizing light pollution. We have completed street lighting upgrades in every Boston neighborhood, including at the intersection of Bowdoin Avenue and Geneva Street pictured below.

BEFORE



AFTER



Our investments in building out a connected network of paths and bike lanes have helped reduce conflicts and crashes for all modes, while also increasing the number of people who are biking. Since adopting Vision Zero in 2015, the network of on-street separated bike lanes grew from under one mile to more than 35 miles, including over 25 miles installed since 2020. Research from U.S. cities has linked separated bike lanes to fewer traffic deaths for all road users, not just people biking.[21] In an evaluation of projects here in Boston, we have seen fewer crashes for every type of traveler than on comparison streets.[22] While these safety benefits are the primary goal, these types of infrastructure changes also make biking a more visible and popular option: Since beginning our annual bike count program in 2016, the volume of people biking on Boston streets measured at more than 60 locations Citywide has

[21] Marshall, W.E., & Ferenchak, N.N. (2019). Why cities with high bicycling rates are safer for all road users. *Journal of Transport & Health.*

[22] Bicyclist results reflect crashes involving people on manual pedal bikes only. See "About Our Data" in Section 1

increased by 54%.[23] Growth in the use of our public bike share program has similarly grown, with annual ridership increasing by 2.6 million between 2020 and 2024.

PROJECT SPOTLIGHT: NEIGHBORHOOD BIKEWAYS (JAMAICA PLAIN)

In 2023, we completed four projects on neighborhood streets in Jamaica Plain that connect the neighborhood to the Southwest Corridor and the Emerald Necklace, two key regional bike paths. Across the four streets – Boylston Street, Eliot Street, Green Street, and Seaverns Avenue – we installed new bike lanes (including contraflow lanes that allow bicyclists to ride in both directions on a one-way street) and speed humps to create low-cost, effective connections. Our follow-up evaluation in fall 2024 found that speeding was virtually eliminated on all four streets and biking grew on all streets, from a 20% increase on Seaverns Avenue to a tripling on Eliot Street.

BEFORE



AFTER



No matter how people travel, all people stand to benefit from continued focus on people-first signals at major intersections. Out of around 7,800 intersections citywide, our roughly 850 city-operated signals are at some of the most complex and busiest ones. They are also where our most severe crashes happen, including nearly half of fatal crashes. In 2023, we developed a new Signal Operations Design Policy focused on reducing risks from turning vehicles, implementing 'No Turn On Red' protections, and giving pedestrians stronger priority in the signal phasing. So far, the new policy has been implemented at 92 traffic signal locations and the City was recently awarded a grant to accelerate implementation of safer signal strategies at 50 intersections.

Effective management of the curb is an increasingly critical tool for managing conflicts. Illegal parking, such as double parking, parking too close to crosswalks, or parking within a bike lane threatens public safety by blocking visibility, impeding access for emergency response, and

[23] Explore more data online with our Boston Bike Counts Viewer.

endangering vulnerable road users. It also causes broader transportation issues, such as increasing traffic congestion, disrupting bus operations, impeding access for people with limited mobility, and hindering deliveries. We have been using data-informed best practices curb (e.g., meters, time or permit-only restrictions, geofencing, and enforcement) to better manage our curbsides and to improve safety. In July 2025, the Office of the Parking Clerk successfully upgraded its parking permit and enforcement systems.[24] With the adoption of open-API and cloud-based technology, the City now has more reliable services, better parking data, and more flexibility to innovate.

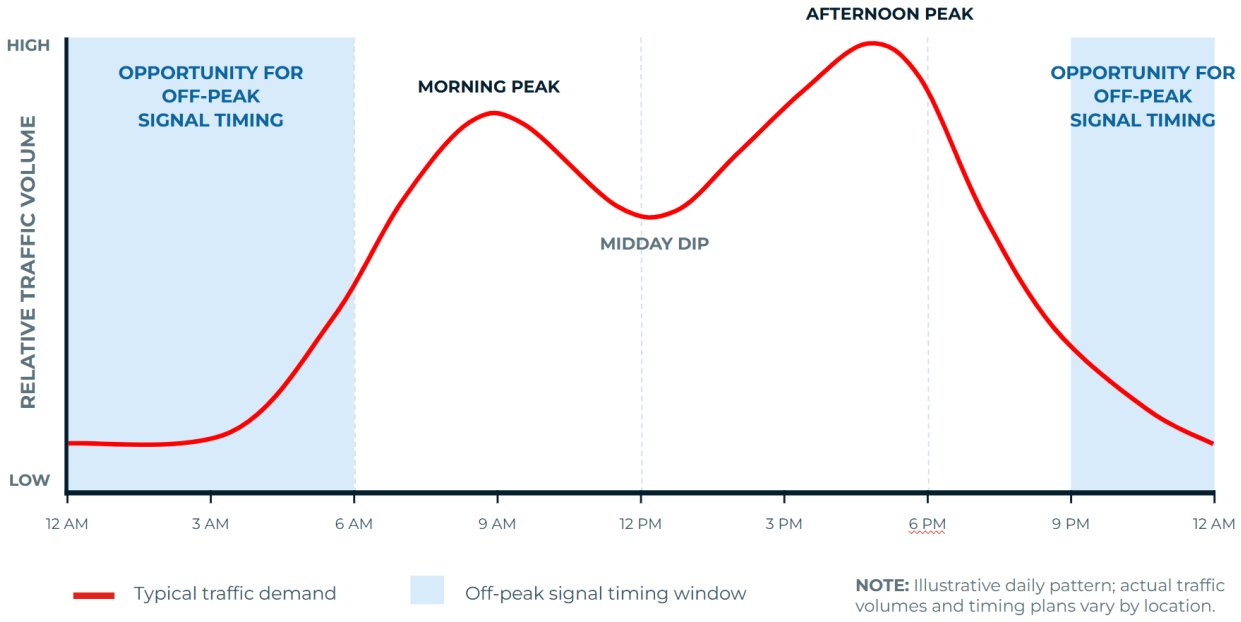
ACTION PLAN

STRATEGY 1: Address speeding on major, multi-lane arterials. These are where crashes are most concentrated, where we've seen success from our safety projects, and where we will continue to focus.

ACTION 1.1 CONTINUE & SCALE: Advance planning, design, and construction of redesign projects to reduce dangerous speeds on major thoroughfares.

ACTION 1.2 CONTINUE & SCALE: Expand the use of nighttime traffic signal adjustments on multi-lane streets to safely slow down off-peak traffic.

FIGURE 12 — Illustrative Representation of Off-Peak Signal Timing



[24] Government Technology, "Modern Parking System Helps Boston Corral Its Curb Space," December 2, 2025, accessed on November 11, 2026.

ACTION 1.3 ADVOCATE: Work with state partners to implement designs that reduce speeding on non-City roadways, including active projects on Arborway and various State-owned bridges.

ACTION 1.4 CONTINUE & SCALE: Assess regulatory speed limits on all streets with posted speed limits above 25 MPH, including those under state jurisdiction.

STRATEGY 2: Prioritize traffic calming infrastructure through Family Zones around parks, schools, libraries, and community centers. Acknowledging the unique risks to pedestrians, older adults, and children observed in our crash data, we will focus on proactive planning and implementation of a variety of traffic calming features around the civic spaces that families rely on for everyday needs to create and maintain family-friendly streets.

ACTION 2.1 START: Create street safety "report cards" covering schools, parks, libraries, and community centers to identify needs and help prioritize improvements.

ACTION 2.2 EXPLORE & EVALUATE: Pilot raised traffic calming features – like raised crosswalks and intersections – on higher-volume main streets near critical destinations.

ACTION 2.3 CONTINUE & SCALE: Implement a regulatory school zone, including reduced speed limits of 20 MPH or below, at every school citywide.

STRATEGY 3: Address the root causes of pedestrian injury and death through policy, design, and capital investments. People who were walking make up the largest group of people killed in traffic crashes in Boston. We will focus on specific actions to address the underlying risk factors for pedestrians.

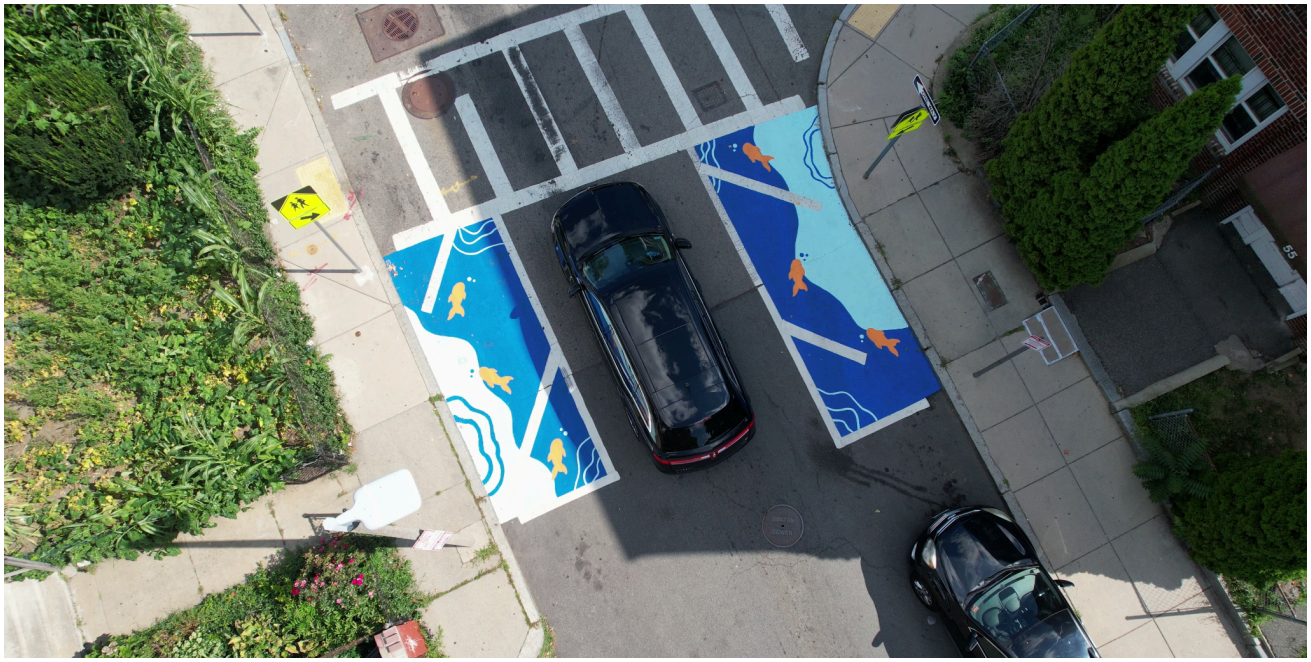
ACTION 3.1 CONTINUE & SCALE: Complete a comprehensive analysis of existing lighting levels to ensure prescriptive lighting needs on each street are known and considered in capital and maintenance projects.

ACTION 3.2 START: Update and adopt new City of Boston street lighting standards based on national best practices to support nighttime safety for pedestrians.

ACTION 3.3 CONTINUE & SCALE: Expand use of cost-effective design tools to improve visibility and slow speeds near unsignalized crosswalks, including deploying tan paint to more quickly create painted curb extensions, and expanding daylighting areas through parking restrictions.

ACTION 3.4 START: Complete a thorough evaluation of the City's top ten pedestrian crash hot spot intersections identified in our High Injury Network analysis and implement feasible near-term improvements at each.

FIGURE 13 — Colorful Corners in the daylighting areas in advance of a crosswalk at the Martin Luther King, Jr Elementary School in Dorchester



PROJECT SPOTLIGHT: HYDE PARK AVE PEDESTRIAN MEDIAN ISLANDS (HYDE PARK)

In 2025, the Streets Cabinet leveraged a paving project in Cleary Square to address preexisting safety deficiencies. Travel lanes that were previously 17 feet wide were narrowed to 11 feet, a new crosswalk was added near a bus stop, and 3 cast-in-place concrete pedestrian median islands were constructed within the middle of the street to slow drivers down and protect pedestrians as they cross the street. These cost-efficient improvements were based on recommendations from the Planning Department's "Squares + Streets" plan, and were able to be delivered in a manner of months instead of years.

BEFORE



AFTER



STRATEGY 4: Leverage state-of-good-repair investments to implement cost-effective safety improvements. Annual state-of-good-repair programs present a crucial opportunity for the City to leave streets safer than we found them. We're doubling down on coordination to make safety improvements as quickly and cost-effectively as possible.

ACTION 4.1 START: Leverage our annual pedestrian ramp investments to assess and add new crosswalks on main streets with long gaps between existing crossings.

ACTION 4.2 CONTINUE & SCALE: Leverage our annual asphalt resurfacing to make pavement marking changes that reduce speeding and mitigate conflicts for all travelers.

ACTION 4.3 CONTINUE & SCALE: Leverage signal retiming to select and prioritize corridors for upgrades based on both operational and safety needs.

ACTION 4.4 CONTINUE & SCALE: Leverage our annual street light maintenance to prioritize light level improvements at pedestrian crash hot spots and near destinations that promote significant walking activity.

PROJECT SPOTLIGHT: BEACON STREET REPAVING & SAFETY UPDATES (BRIGHTON)

Alongside routine repaving of a mile of Beacon Street between Cleveland Circle and the Newton City line, we widened and daylit crosswalks, narrowed travel lanes, and installed parking-separated and buffered curbside bike lanes to directly connect to a similar bike lane in Newton.

BEFORE



AFTER



RESEARCH HIGHLIGHT | IMPROVING PEDESTRIAN SAFETY AT NIGHT [25]

- ➔ Nationwide, pedestrians are disproportionately killed in darkness.
- ➔ Nighttime pedestrian fatalities appear to be most impacted by compromised visibility impacting drivers at night, with higher speeds exacerbating the ability for drivers to react and stop on arterial and multi-lane roads in darkness.
- ➔ While street lighting is a critical safety feature for pedestrian safety at night, it cannot overcome other risks, including designs that enable speeding.
- ➔ Rapidly changing lighting conditions also impact a driver's ability to see at night; different light levels from street to street, oncoming headlights, and use of lighted devices within a vehicle (such as a cell phone or infotainment console) all impact the ability to see and react in darkness.
- ➔ Behavioral decisions also impact pedestrian safety at night; Intoxicated driving is illegal and contributes to pedestrian fatalities. Pedestrians who travel while intoxicated do not break the law, though are at an elevated risk due to impaired judgement.

STRATEGY 5: Expand protection along streets and at intersections to manage the unique safety risks to bicyclists and emerging micromobility users. Expanding our network of paths and bike lanes has contributed to substantial growth in ridership and safety gains. We will build on this momentum by focusing on strengthening bike connections, while addressing new and emerging safety issues impacting people traveling by bike.

ACTION 5.1 CONTINUE & SCALE: Connect and grow our network of safe, comfortable bike routes with strategic investments that improve critical intersections, create stronger neighborhood connections to existing bike routes, and focus on boosting ridership by closing key gaps between recently installed protected corridors.

ACTION 5.2 CONTINUE & SCALE: Implement safer, longer-lasting materials to protect people biking in separated bike lanes.

ACTION 5.3 ADVOCATE: Work with nearby municipalities and MassDOT to develop additional guidance for legally managing bicycle conflicts at signalized intersections.

ACTION 5.4 EXPLORE AND EVALUATE: Conduct an evaluation of national and international best practices for managing speed differentials between traditional users of separated bike lanes and paths and emerging electrified modes.

[25] Sanders, R. L., Schoner, J., Almdale, B., Danila, M., Brodie, S., Schooley, S., Hurwitz, D., Jashami, H., Suwandhaputra, K., Schneider, R. J., Walter, B., Marshall, N., & Henning, W. (2025). Improving pedestrian safety at night (NCHRP Web-Only Document 430). Transportation Research Board. https://trid.trb.org/View/2607953

STRATEGY 6: Implement data-informed improvements to update curb regulations and management practices to reduce curbside conflicts and increase safety of vulnerable roadway users. Proper regulation of physical curb space is essential to prevent crashes. Curbside use must effectively balance competing, dynamic access needs to reduce the double-parking and other illegal stopping that impedes visibility of crosswalks, forces bicyclists into dangerous traffic, and prevents the bus from pulling fully into bus stops. We are using new data and technology to move toward a proactive, data-driven curb management approach.

ACTION 6.1 START: Complete a thorough evaluation of the City's top ten pedestrian and bicyclist crash hot spots identified in our High Injury Network analysis to evaluate and implement curb regulatory improvements at each.

ACTION 6.2 CONTINUE & SCALE: Utilize and develop new data sources to analyze urban logistics to designate and improve curb access for commercial loading and delivery behaviors.

ACTION 6.3 CONTINUE & SCALE: Evaluate and improve existing permit programs and geofencing strategies to support and balance safe curbside parking and passenger loading, ensuring that resident parking, passenger pick-up/drop-off, and valet parking programs do not compromise designated traffic, bike and pedestrian infrastructure.

VEHICLES

Vehicle design plays an important role in the ability of people to travel safely on our streets. From oversized trucks that have large blind zones, to e-bikes and e-scooters that are small but can reach unsafe speeds, the types of vehicles on our streets are changing and posing new challenges, as well as new opportunities.

WHY FOCUS ON LARGE VEHICLES?

Crashes involving trucks are more likely to kill or severely injure pedestrians and bicyclists than crashes involving smaller vehicles. In 2020 through 2024, pedestrians and bicyclists were nearly twice as likely to be severely injured or killed in a crash involving a medium or heavy duty truck versus a crash involving a smaller vehicle. Out of 88 pedestrian or bicyclist crashes that involved a truck, 19 resulted in a severe or fatal injury (22%). Out of 1,698 pedestrian and bicyclist crashes that did not involve a truck, 204 resulted in a severe or fatal injury (12%). Overall, 12 people in Boston traveling by any mode (walking, biking, or driving) lost their lives in crashes involving medium and heavy duty trucks during this time period.[26]

While the automotive industry has made tremendous progress in designing vehicles that protect drivers and passengers during a crash, more work is needed to protect people outside of vehicles. Several features of large vehicles contribute to their disproportionate risk to vulnerable road users. First, medium and heavy duty trucks typically have large blind zones. Reaction times are shorter when a driver can see someone directly, versus through a mirror or camera.[27] Without direct vision, blind zone mirrors or cameras, operators are driving blind.

In addition to large blind zones, medium and heavy duty trucks also typically have large spaces between the front and rear wheels, where pedestrians and bicyclists can be trapped when the driver makes a turn. This feature, combined with their wide turning radius, makes turning movements particularly hazardous for people walking and biking near trucks. Side guards prevent people from being swept under the rear wheels of a truck when they are struck on the side.

The increase in size of personal vehicles also plays a role in pedestrian safety. Pickup trucks, vans, and SUVs with high hood heights (40+ inches) and blunt front ends pose a greater risk of harm to pedestrians than sedans and other vehicles with shorter hoods.[28] This is in part due to blind zones, but also because being hit above a person's center of gravity makes them more likely to be knocked down, versus rolling onto the hood. Unfortunately, hood heights in the US have been increasing. Pickup truck hoods are now 11% higher than in 2000, with some at 55 inches or higher.[29]

[26] Analysis of data from MassDOT's crash data portal and the RMV.
[27] Transport for London, 2016. Exploring the Road Safety Benefits of Direct vs Indirect Vision in HGV Cabs.
[28] Insurance Institute for Highway Safety (2023).
[29] Barry, Keith. (June 18, 2021). "The Hidden Danger of Big Pickup Trucks." *Consumer Reports*.

Collaboration with commercial operators is essential to improving safety and reducing fatal crashes on our streets. Encouraging smaller, safer fleet vehicles with good Direct Vision and developing sustainable urban logistics policies and practices are key to this work.

Curbside management also plays a role in large vehicle safety. Due to their size, commercial trucks and tractor trailers create safety hazards and visibility blockages when illegally parked. Most of Boston's parking tickets are issued to commercial vehicles rather than passenger cars. Better loading solutions and improved enforcement strategies can disincentivize unsafe parking behavior.

RESEARCH HIGHLIGHTS | LARGE VEHICLE SAFETY TRENDS

- ➔ Humans react 50% more quickly when they see a person directly, versus indirectly through mirrors.[30]
- ➔ A 2024 MassDOT study of state, municipal, and contractor fleet vehicles found that drivers of heavy-duty vehicles cannot easily see people around them. In 80% of vehicles measured, drivers could not see an adult to the right in a bike lane; in 50% of vehicles measured, drivers could not see a child in a crosswalk in front.[31]
- ➔ Pickups, SUVs and vans with a hood height greater than 40 inches are about 45 percent more likely to cause fatalities in pedestrian crashes than sedans and other vehicles with hood heights of 30 inches or less.[32]
- ➔ Hood heights have been increasing. In 2002, just under half of vehicles had hood heights over 30 inches. By 2024, this increased to about 60%.[33]

FIGURE 14 — These 4 to 6 year old children are in the blind zone and not able to be seen by the driver.



[30] Transport for London, 2016. Exploring the Road Safety Benefits of Direct vs Indirect Vision in HGV Cabs.
[31] MassDOT Direct Vision Study, 2026.
[32] Insurance Institute for Highway Safety (2023).
[33] Keller, Michael H., and Eli Murray, Danielle Ivory and Irineo Cabreros (June 21, 2026). "The Deadly Rise of Giant Trucks and S.U.V.s." The New York Times.

WHY FOCUS ON EMERGING MOBILITY?

At the other end of the spectrum, we have new and emerging types of micromobility devices that are compact, affordable, low emission, and adaptable to meet a variety of needs. However, many lack the safety features and regulatory framework needed to protect operators and others from harm.

Micromobility devices are becoming increasingly popular in Boston and throughout the world. Micromobility refers to small, human powered or motor-assisted devices such as bicycles, e-bikes, e-scooters, e-cargo bikes, and a range of other personal or shared transportation devices that are emerging in the market. E-bikes and micromobility devices are important tools to improve mobility options for residents, particularly for older adults, families carrying cargo and children, and people with disabilities, as well as for deliveries. While micromobility use has rapidly increased, our regulatory, street design, and operational systems have not kept pace with the change. The City of Boston added e-bikes to its Bluebikes bike share system in December 2023 and in 2024, e-bikes accounted for approximately 1 million U.S. e-bike transactions, or about 7% of all U.S. bicycle sales.[34]

FIGURE 15 — Examples of Micromobility Devices. Source: MassDOT



[34] José Maldonado, People for Bikes: "The U.S. E-Bike Market is Bigger Than the Numbers Show", June 24, 2026

Nationwide, as more people are traveling by e-scooter and e-bike, crashes involving these devices have been increasing, though we don't currently have a reliable method for tracking them in Boston. [35] As a major emerging trend, Boston EMS is currently focused on developing reliable systems to begin tracking and reporting micromobility crashes in Boston. As a category that is still evolving, the use and safety of micromobility devices warrant particular focus and attention.

Improving safety for emerging mobility modes requires regional and statewide coordination. In 2024, the Massachusetts Legislature created a Special Commission on Micromobility led by MassDOT to create a regulatory framework that would provide clarity and safety for micromobility users and others who share the road. The Commission published their work in early 2026, which proposed a suite of safety-focused regulations.[36] Most notably, the Commission proposes a speed-based system for categorizing micromobility devices and requirements and research-supported minimum age requirements for purchasing and operating higher-speed micromobility devices.

FIGURE 16 — Operational Requirements based on speed tier, as proposed in the Special Commission on Micromobility report (MassDOT, 2026)

		Helmet	Age 16+	License/ Education	Insurance	RMV Registration	State Micro ID/Decal
Tier 0 0–20 MPH	**0.A**: Human Powered	■‡					
	0.B: Powered Micromobility	■‡					
	0.C: Mobility Aid Device						
Tier 1 21–30 MPH	**1.A**: Class 3 E-bike	■	■	Education			■
	1.B: Powered Micromobility	■	■	Education			■
	1.C: Moped^	■	■	■ Class D	■	■	
Tier 2 31–40 MPH	**2.A**: Limited Use Motorcycle	■	■	■ Class M	■	■	
	2.B: Powered Micromobility	■	■	■ Type TBD	■		■
Tier 3 41+ MPH	**3.A**: Motorcycle	■	■	■ Class M	■	■	
	3.B: Powered Micromobility	■	■	■ Type TBD	■		■

‡Bicycle Helmet Law applies to riders ages 16 and younger
^ Currently called Motorized Bicycle in MGL

[35]U.S. Consumer Project Safety Commission, 2023. Micromobility Products-Related Deaths, Injuries, and Hazard Patterns: 2017–2022.
[36] MassDOT (2026) Special Commission on Micromobility Report.

RESEARCH HIGHLIGHT | SAFE USE OF MICROMOBILITY FOR CHILDREN

- ➔ Establishing a minimum age requirement for micromobility devices designed for speeds over 20 mph, and establishing safety requirements based on design speeds, will create a framework that protects current users while being flexible enough to address new users and emerging technologies.[37]
- ➔ As younger riders are still developing cognitively, their ability to react quickly is more limited. Their experience responding to risky situations in fast-moving traffic or around pedestrians is limited and further slows reaction time.[38]
- ➔ At the faster speeds that e-bikes and other micromobility devices can sustain, younger riders are particularly at risk. Notably, the U.S. Consumer Product Safety Commission recommends that children ages 9-12 years not operate any product that travels faster than 10 mph.[39]

PROGRESS AND LESSONS LEARNED

Since becoming a Vision Zero city in 2015, we focused on implementing our first-in-the-nation side guard ordinance, growing our public bike share system, and piloting innovative vehicle solutions for critical urban activities, such as deliveries. Taken together, our actions have made our fleet safer and provided additional lighter-weight travel choices to travelers in Boston.

TOWARD SAFER LARGE VEHICLES

In 2014, Boston adopted a first-in-the-nation Side Guard Ordinance. Developed with technical support from the Volpe Transportation Center, the ordinance requires City-owned and -contracted vehicles over 10,000 pounds to be equipped with convex and crossover mirrors and side guards that enclose the space between the front and rear wheels to help prevent pedestrians and bicyclists from becoming trapped.

Since passing the Side Guard Ordinance, we have continued to focus on operating a safe fleet. We worked with national safety leaders to assess blind zones in City fleet vehicles, partnered with local advocacy groups to create safety training for our operators, prepared a Safe Fleet Transition Plan, and initiated a cross-departmental Large Vehicle Safety working group to provide input and feedback from vehicle operators and fleet managers.[40]

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[37] MassDOT (2026) Special Commission on Micromobility Report.
[38] Kateřina Bucsuházy, Marek Semela, Case Study: Reaction Time of Children According to Age, Procedia Engineering, Volume 187, 2017. https://doi.org/10.1016/j.proeng.2017.04.393.
[39] U.S. Consumer Product Safety Commission. (2020). 2020 age determination guidelines: Relating consumer product characteristics to the skills, play behaviors, and interests of children. CPSC Age Determination Guidelines: January 2020.
[40] Our fleet blind zone assessment and Safe Fleet Transition Plan were completed in collaboration with the Volpe Transportation Center in 2023. Our operator safety training was developed in partnership with MassBike and Livable Streets.

Looking ahead, we will work to enlist the commercial and private sectors to focus on safe vehicles in their own fleet management. We will also work with commercial fleet operators to develop urban logistics policies and programs to protect vulnerable road users while supporting the needs of businesses to provide goods and services throughout the city.

PROJECT SPOTLIGHT:

Boston's Central Fleet team ensures that new large fleet vehicles purchased by the City are equipped with Side Guards and other safety devices. In 2025, with qualified in-house staff, they were able to test and install 360 degree cameras and ambient sensitive backup alarms to retrofit the existing fleet. The team has also focused on downsizing several new vehicle purchases and selecting cab-forward vehicle designs with good Direct Vision, which reduced costs and made the vehicles safer and easier to operate on our streets.



EXPANDING SAFE MICROMOBILITY OPTIONS

Promoting safe vehicles on our streets also means giving Boston travelers options for making trips with vehicles that are lighter and slower than motor vehicles. In December 2023, Boston and Cambridge introduced e-bikes into our public bike share fleet, starting with 750 e-bikes across the system. Since then, Bluebikes users have taken more than 3.8 million trips on e-bikes, representing about 30% of all system trips, while e-bikes have made up about 12% of the fleet over the same period. This reflects the growing popularity of e-bikes.

Crashes reported by Bluebikes riders underscore the relative safety of bike share. In the last two years, riders have taken 9,282,166 trips on Bluebikes, with 61 crashes reported. However, the data also suggests that riders on e-bikes are more likely to be involved in crashes than those on classic bikes. Of the 61 crashes reported, half were reported by e-bikes riders, even though e-bikes made up only 30%

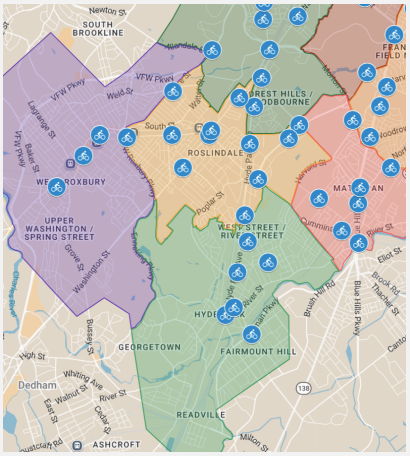
of trips during this same period. E-bike crashes were also more likely to result in injury than those on classic bikes: Users reported injuries in over 80% of Bluebikes crashes involving e-bikes, compared to 67% of crashes involving classic bikes.

PROJECT SPOTLIGHT: BLUEBIKES EXPANSION

Expanding access to lighter slower vehicles is an important element of reducing overall crash risk on our streets. Bluebikes is public transportation by bike, which provides affordable, convenient access to biking. Today, Bluebikes serves every Boston neighborhood, and more than 90% of households are within a 10-minute walk of a station. In 2022, Mayor Wu committed funding to add 100 new Bluebikes stations in Boston, a roughly 40% increase. The expansion helps make bike share more reliable by adding bikes and docks where people need them most, and more convenient by ensuring bike share is within an easy walk of more destinations. 82 of these new stations have already been installed, with the remainder to be completed in 2027. In Hyde Park, Roslindale, and West Roxbury, we recently completed community engagement where residents helped select new station sites. Back Bay is next, with community engagement expected to launch in Spring 2027.

We are also increasing our attention to the reliability of the bike share network in the winter. Historically, on-street stations have been removed seasonally to avoid conflicts with snow clearance. Working closely with the operations team, we piloted two on-street stations that remained in place for the winter starting in 2022. Today we've expanded to 20 year-round on-street stations. When added to the off-street network, 87% of Boston stations will remain available throughout the winter.







In addition to the growth of public micromobility options, online food delivery is fueling rapid growth in the use of small motorcycles and mopeds. While these services provide an essential lifeline to restaurants, safe regulation and use of these vehicles is essential. Without well established norms and enforcement mechanisms, some micromobility users operate unsafely and ignore the rules of the road. This has created a chaotic, unsafe feeling among residents when traveling in business districts, demonstrated by the 200% growth in 311 reports relating to delivery vehicles since 2022.

Passed in 2025, Boston's Road Safety and Accountability for Delivery Providers Ordinance requires third-party delivery companies like DoorDash and UberEats to obtain an operating permit by proving they hold third-party liability insurance for their drivers.[41] This mandate aims to protect residents and property while financially incentivizing safer driving practices. Additionally, the ordinance requires these permitted platforms to submit quarterly operational data—such as vehicle types, popular restaurant hubs, and trip speeds—giving the city vital insights into delivery traffic impacts. To streamline this reporting, the Boston Transportation Department (BTD) and the Department of Innovation and Technology (DoIT) adopted the Mobility Data Specification (MDS) 2.1 in 2026, and they are currently collaborating with the major delivery apps to refine and analyze the initial data submissions.

Beyond food deliveries, Boston has focused on innovative practices to support the growth of e-commerce while managing increases in vehicle trips and demand for curbside use.[42] To support this growing sector (including app based retail and food delivery, same day and next day delivery of goods, etc.), we piloted the use of e-cargo bikes as a safer, more compact type of delivery vehicle than a truck or standard automobile. Expanding the use of e-cargo bikes for short distance and last mile deliveries helps to reduce exposure to large vehicles and the inherent risks associated with them.

PROJECT SPOTLIGHT: BOSTON DELIVERS E-CARGO BIKE PILOT (ALLSTON-BRIGHTON)

From 2023 to 2025, we partnered with Net Zero Logistics to test electric cargo bikes as a smaller and safer alternative to cars for deliveries across Boston. During the 18-month pilot, e-cargo bikes made more than 18,000 deliveries and accrued about 5,900 miles by bike instead of by car. By replacing trips by larger vehicles, these outcomes directly contributed to the City's goals of reducing neighborhood congestion and the chances for serious crashes, improving air quality through less tailpipe pollution, and showcasing new delivery methods that could benefit local businesses. The pilot demonstrated that e-bike deliveries could be a feasible alternative to cars for dense, high-volume delivery routes. The data and stakeholder engagement completed during this pilot will continue to inform the City's urban logistics planning efforts. A full program evaluation can be found at boston.gov/boston-delivers.






[41] Learn more about the Road Safety and Accountability for Delivery Providers Ordinance here.
[42] MAPC, 2021. Hidden and in Plain Sight: Impacts of E-Commerce in Massachusetts

ACTION PLAN

STRATEGY 7: Model safe fleet transition and operations through City purchasing, contracting, and management practices. We have made real progress on improving the safety of the City's vehicle fleet (City-owned and City-contracted), starting in 2015 with implementation of the City's Side Guard Ordinance. We will build on this progress by leveraging new tools, technology, and mechanisms for collaboration.

ACTION 7.1 CONTINUE AND SCALE: Advance the safety of City-owned and -contracted vehicle fleets by establishing improved systems to ensure compliance with the City's existing Side Guard Ordinance.

ACTION 7.2 EXPLORE AND EVALUATE: Develop additional truck safety guidelines – such as downsizing, Direct Vision, lower hood heights, and the use of advanced in-vehicle technologies – and explore ways to embed these as standards into the City's future procurement processes.

ACTION 7.3 START: Align our truck safety standards with MassDOT requirements, allowing us to leverage the State's Truck Safety Devices portal to quickly verify compliant vehicles.

ACTION 7.4 CONTINUE AND SCALE: Expand use of current telematics to better understand how City fleet vehicles are driven, share findings with operators, and inform safety training.

STRATEGY 8: Provide information and incentives for private operators to choose safer vehicles. While the Side Guard Ordinance only applies to City-owned or -contracted vehicles, we will explore tools to increase the safety of all vehicles on our streets, including advocating for long-overdue federal safety requirements.

ACTION 8.1 START: Launch an educational campaign to raise awareness of the importance of vehicle safety, both for people inside and outside of vehicles, including the benefits of downsizing, good Direct Vision, low hood heights, side guards, and advanced safety technology.

ACTION 8.2 EXPLORE AND EVALUATE: Explore opportunities to educate and provide incentives for private vehicle owners and fleet operators to use smaller, safer vehicles, including private waste haulers, construction contractors, utility companies, developers, and other institutions who regularly collaborate with the City.

ACTION 8.3 ADVOCATE: Work with regional, state, and industry partners to advocate for stronger National Highway Traffic Safety Administration (NHTSA) vehicle testing and reporting standards to protect people both inside and outside of vehicles.

STRATEGY 9: Develop Safe, Sustainable Urban Freight Policies. We will work with the business community in Boston to develop a citywide strategy for managing the specific conflicts associated with large vehicles operating on Boston streets.

ACTION 9.1 START: Prepare and adopt a Sustainable Urban Logistics Plan focused on proactive commercial freight planning and safe movement of goods in Boston, potentially including time-of-day delivery restrictions and strategic designation of truck routes and loading zones.

STRATEGY 10: Implement recommendations of the State's Special Commission on Micromobility to establish clear guidance and safety standards for micromobility users. The Massachusetts Special Commission on Micromobility was established by the state legislature in late 2024 to focus on the specific safety needs arising from the expansion of e-bikes, scooters, and other micromobility devices. In January 2026, the commission, which included a representative from the City of Boston, issued recommendations for improving safety for people riding e-bikes and other micromobility devices, and for the safety of those around them. This work provides an important framework for City action.

ACTION 10.1 START: Conduct internal and external information campaigns to raise awareness of the new speed tier framework included in the proposed *Ride Safe Act* and what it means for users, retailers, and those responsible for enforcement.

ACTION 10.2 EXPLORE AND EVALUATE: Develop tailored educational materials for e-bike and micromobility riders to distribute via in-person training, point-of-sale transactions, and other channels.

ACTION 10.3 START: Coordinate with neighboring communities to form a micromobility working group focusing on sharing information, improving and standardizing data collection methods, and encourage the safe expansion of this sector.

STRATEGY 11: Improve tracking and analysis of micromobility trends. Working with EMS, we will strengthen mechanisms to collect and analyze micromobility crash data. We will also share delivery information collected from the City's Road Safety and Accountability for Delivery Providers Ordinance.

ACTION 11.1 START: Close our data gap by creating new vehicle categorization types and data collection protocols for EMS to document and report e-bike and micromobility crashes.

ACTION 11.2 START: Retroactively categorize and analyze injury crashes involving micromobility users using data starting in 2024 to jumpstart a data-informed focus on micromobility safety.

ACTION 11.3 EXPLORE AND EVALUATE: Collect micromobility ridership counts as part of our Annual Bike Count program to help understand trends and add context to crash data.

ACTION 11.4 CONTINUE AND SCALE: Ensure consistent implementation of the Road Safety and Accountability for Delivery Providers Ordinance – including reporting on where and when food deliveries are happening – to guide better street design, targeted enforcement, and safer street operations.

PEOPLE

Vision Zero requires a culture of safety where our legal framework, educational opportunities, access to travel options, and post crash care all support a safe system. By prioritizing the safety, dignity, and mobility of people – especially those most vulnerable on our streets – we contribute to a positive social environment and healthy, livable communities.

WHY FOCUS ON OUR LEGAL FRAMEWORK?

Laws governing travel are an essential component of safe streets because they provide a predictable, uniform framework for all road users to follow. These laws are essential for maintaining order on streets and they should encourage safe behavior by all travelers. As new technologies emerge, our legal framework must also adapt: there are both new tools and measures that cities can use to encourage safe behavior, and new types of travel technology that need to be regulated. State law often determines which of these tools and measures are legally available to municipalities.

RESEARCH HIGHLIGHT | CAN SPEED CAMERAS MAKE STREETS SAFER?

➔ Automated speed cameras in New York City school zones reduced total crashes around schools by 30% and reduced injuries by 16% over the first seven months following camera activation. Larger effects were seen in areas with higher traffic volumes, and results suggested rapid behavior change in response to automated enforcement.[43]

WHY FOCUS ON ACCESS AND EDUCATIONAL OPPORTUNITIES?

Pedestrian and biking educational programming empowers people to navigate streets confidently, expands access to sustainable, diverse modes of travel, and fosters a culture of mutual respect on shared roadways. Education supports people to improve their own safety and the safety of others. In addition to improving safety outcomes, benefits of active travel include increasing rates of physical activity, stronger independence and social skills, and increasing academic readiness to learn among children.[44]

[43] Stagoff-Belfort A, Ben-Menachem J, Beck B. Can speed cameras make streets safer? Quasi-experimental evidence from New York City. Proc Natl Acad Sci U S A. 2025 Dec 16;122(50):e2520328122. Doi: https://doi.org/10.1073/pnas.2520328122

[44] Buttazzoni A, Van Kesteren E, Shah T. Active School Travel Intervention Methodologies in North America: A Systematic Review. American Journal of Preventive Medicine, 2018; 55, 115-124. DOI https://doi.org/10.1016/j.amepre.2018.04.007

RESEARCH HIGHLIGHT | SAFE, ACTIVE TRAVEL TO SCHOOL

➔ Safe Routes to School (SRTS) is an evidence-based initiative to **increase active travel to school while decreasing pedestrian and biking injuries**. Comprehensive SRTS programs that include education and encouragement activities, in addition to infrastructure improvements, have the strongest impact on increasing walking and biking to school.[45]

WHY FOCUS ON TRAVEL OPTIONS?

The more time we spend around traffic, the higher our chances are of being involved in a crash. If you're walking or biking, the biggest danger is being in areas designed mostly for cars. If you're in a car, risk increases with the number of miles traveled.[46] Simply put, with less traffic, there are fewer opportunities for a collision for all travelers.

Mode shift is not something that is achieved solely through changing street designs. While safe streets are also critical, the density and mix of land uses greatly affects whether walking and biking are viable modes of transportation. Mixed-use areas with housing close to jobs, parks, local businesses, and civic institutions make for highly walkable and bikeable neighborhoods. In addition, converting trips to walking, biking, and transit requires those options to be affordable, convenient, and reliable.[47]

PROGRESS AND LESSONS LEARNED

STRENGTHENING OUR SAFE TRANSPORTATION LAWS

At the local level, Boston has led by example to improve safe travel laws. We pioneered a first-in-the-nation side guard ordinance in 2014, which requires life-saving safety equipment on City-owned and -contracted trucks. The City also took a major step forward by successfully lowering the default city speed limit to 25 mph in 2017. Most recently in 2025, Boston adapted to the rapidly changing gig economy by implementing the Road Safety and Accountability for Delivery Providers Ordinance to establish a stronger system for permitting, insuring, and reporting food deliveries across Boston.

Statewide legislation has been equally vital. The "Hands-Free" bill passed in late 2019 represented a critical milestone for establishing uniform rules to combat distracted driving across Massachusetts. The state has also been an essential partner in aligning state-collected revenue streams with local infrastructure needs: The TNC (Transportation Network Company) fund was established in 2016 to collect and distribute impact fees from trips taken on ride-hailing apps like Uber and Lyft, effectively turning the growth of ride-hailing apps into a dedicated revenue stream that supports the upkeep and

[45] Community Preventive Services Task Force (CPSTF). Physical Activity: Interventions to Increase Active Travel to School. 2018/08/01. CPSTF Finding and Rationale Statement. DOI : https://doi.org/10.15620/cdc/168567
[46] Ferenchak, N. N., Marshall, W. E., Mitman, M., & Schneider, R. J. (2026). Rethinking traffic safety: The case for reducing kinetic energy exposure, not just speed. Injury Prevention. Advance online publication. https://doi.org/10.1136/ip-2026-046229
[47] PeopleForBikes, *Where Do We Go from Here? Breaking Down Barriers to biking in the U.S.* (2019)

safety of the local roads they rely on. Finally, legislation passed in early 2025 authorized automated camera enforcement of bus lanes, providing a powerful new tool to keep our transit corridors clear, safe, and accessible.

EXPANDING EDUCATIONAL OPPORTUNITIES

In 2014, the Boston Safe Routes to School (SRTS) initiative was launched as a partnership between BPHC, BPS, Streets, and the Massachusetts' SRTS program. SRTS is an evidence-based program that aims to make walking, biking, and rolling safe and fun for K-12 students. Key components include youth pedestrian and cycling education, encouragement activities like Walk to School Days, assessments of school arrival and dismissal operations for improvements to safety, and coordinating across City departments to collectively support children getting to and from school.

PROJECT SPOTLIGHT: YOUTH CYCLING PROGRAM

The Youth Cycling Program provides BPS schools and other youth-serving organizations with an active curriculum that builds safety skills and gets students riding. We provide bicycle education for grades K-12 during the school day, visiting schools for 1-3 weeks at a time, with professional instructors and a fleet of bikes and helmets. Students play games, practice safe riding skills, and go for group rides for experiential learning and fitness.

Our goals are to build skills and confidence on a bike, expand access to biking, inspire children and families to walk and bike to school, and help reduce serious and fatal crashes impacting the most vulnerable road users. Since 2024, we have provided on-bike training to more than 12,000 children and youth, helping students to engage in fun physical activity while learning bicycle safety skills.





In a partnership between Streets, BPS, BPHC, we have deepened our focus on school-based safety interventions to protect children and their families. Between 2023 and 2026, the Safe Routes to School team conducted arrival and dismissal assessments at 38 schools that worked together with infrastructure improvements near schools including new crosswalks, expanded school zones, tactical medians, painted curb extension areas, and a School Bus Only Street Pilot. We also developed School Bike Parking Guidelines to address bike parking needs for different student age groups and for staff.

Since 2007, the City's Boston Bikes program has led the City's work to build robust and community-centric bike education and programming for both adults and children. The team runs community-building events, teaches residents of all ages how to ride safely and with confidence, and provides resources that reduce barriers to biking, particularly for vulnerable and underserved residents. Since 2014, the Boston Bikes program has helped more than 1,500 adults build skills on a bike, with over half of participants learning to pedal for the first time. We have scaled up this work, and now teach more than 200 adults each year. Through the Youth Cycling Program (see spotlight below), we offer in-school bike education during Physical Education for BPS students and opportunities across the City during the summer for young people to build bike skills. Combined, these programs reached more than 6,500 children and youth in 2025.

PROMOTING SAFE TRAVEL OPTIONS

Through both zoning reforms and transformation of our development permitting processes, new policies are strengthening access to travel choices. Recent neighborhood planning efforts are helping to add density near transit, while zoning modernization and the City's Office to Residential Conversion program have also accelerated the expansion of housing in Boston's downtown core, reorienting our traditional business district toward a vibrant, 24-hour mixed use neighborhood. In 2021, Boston also introduced a new transportation demand management points system for large developments aimed at right-sizing parking and encouraging as many new trips as possible to be made by transit, walking, and biking.

The City also works closely with the MBTA to make transit a preferred choice for travel in Boston. By strengthening bus priority infrastructure to reduce travel times and enable more frequent service, Boston is working to improve the speed and reliability of buses. Recently, our teams have been focused on expanding Transit Signal Priority (TSP), which allows a traffic signal to make real-time signal adjustments when a bus approaches, such as briefly extending a green light. When piloted at three Brighton Avenue intersections, we observed an average 21% reduction in bus time spent waiting at red lights, an 8% improvement in bus travel times, and nearly 2 hours of cumulative weekday savings.[48]

Since March 2022, the City has also sponsored a Fare Free Bus Pilot along the MBTA 23, 28, and 29 bus routes. These routes have high ridership and run through several low income and socially vulnerable neighborhoods. The pilot has proved to be an effective way to increase bus ridership and reduce bus boarding times. After fares were eliminated, the 28 bus route became the highest ridership route in the MBTA system

[48] MBTA 2025 evaluation of Transit Signal Priority pilot at three intersections on Brighton Avenue serving Routes 57 and 66.

Growing our bike share network is one of the most cost-effective ways to improve mobility options. With stations in every neighborhood, **Bluebikes** provides convenient, affordable access to biking. Bluebikes is also a natural complement to the high-speed transit network by filling the first- last-mile gap for residents. During peak months, riders take more than 18,000 trips on Bluebikes per day. Since 2023, we have been working to add 100 new Bluebikes stations, to help improve the system's reliability, and provide access in neighborhoods previously not reached by bike share.

The **Boston Bikes Pass**, which was introduced in 2023, provides a deeply discounted Bluebikes membership to income-eligible residents of Boston, reducing the financial barriers to bike share. Almost 20% of Boston Bluebikes members are income-eligible.

PROGRAM SPOTLIGHT: BOSTON'S E-BIKES INCENTIVE PROGRAM

From 2024-2026, the City of Boston's E-bikes Incentive Program helped more than 1,300 residents buy an e-bike through vouchers ranging from $800 to $1,500 toward the purchase of an e-bike., as well as additional support for safety equipment like helmets, locks, and lights. The program served older adults, low-income residents, and adults with disabilities, many of whom face mobility challenges or struggle with the affordability of transportation. Participants used their vouchers to purchase standard e-bikes, cargo bikes, adaptive e-bikes and handcycle wheelchair attachments to meet their mobility needs. Survey results found that 73% of participants now use their e-bike for trips they would have previously made by car, and 70% said they reach more places now thanks to their e-bikes.



ACTION PLAN

STRATEGY 12: Partner with State and federal legislators and regulators to promote safe transportation systems. Securing the legal authority to use proven tools to enforce safe behavior and manage new travel modes remains a top priority. We will continue to work with state and federal lawmakers to expand legislation that authorizes automated enforcement tools, regulates micromobility, and funds equitable transit. As new legislation is passed, Boston will take seriously the responsibility of working with partners on the City Council to deploy new laws in an equitable, data-informed manner.

ACTION 12.1 ADVOCATE: Support passage of the *Louisa Law* to authorize use of speed and red light cameras for automated enforcement, close the hands-free driving loophole to prohibit

video recording or broadcasting while driving, and strengthen truck safety requirements statewide.

ACTION 12.2 ADVOCATE: Support the *Ride Safe Act* in the final version of the state legislature's final 2026 economic development bill to establish a speed-based classification system for micromobility devices, minimum age requirements for devices capable of speed over 20 mph, and other safety standards for these emerging technologies.

ACTION 12.3 ADVOCATE: Advocate for state funding to support fare-free buses in Boston and fare equity in Zone 1A, extending the support that the state already provides to other municipalities.

STRATEGY 13: Implement plans and programs that reduce traffic congestion and exposure to motor vehicles. Boston stands out nationally for its high rates of transit use, walking, and biking for everyday trips.[49] These travel patterns help keep us all safe. Working across departments, we're focused on reducing exposure to vehicle crashes by planning for walkable neighborhoods, improving public transit reliability, and lowering the financial barriers to biking.

ACTION 13.1 CONTINUE & SCALE: Encourage the development of walkable and bikeable mixed-use, transit-oriented neighborhoods through parking and zoning reforms, neighborhood plans, development review, and other incentives.

ACTION 13.2 START: Develop and distribute New Mover Welcome Packets to educate new Boston residents about their neighborhood-specific mobility options.

ACTION 13.3 EXPLORE & EVALUATE: Evaluate financial mechanisms to reduce single-occupancy vehicle commuting, as outlined in the City's 2030 Climate Action Plan.

ACTION 13.4 CONTINUE & SCALE: Invest in bus lanes and implement transit signal priority to improve the speed and reliability of buses.

ACTION 13.5 CONTINUE AND SCALE: Lower financial barriers to safe bike travel by providing free bike helmets, locks, bike repair workshops, and continuing the Boston Bikes Pass to income-eligible residents of Boston.

ACTION 13.6 ADVOCATE: Seek funding to continue and extend e-bike incentive and subsidy programs.

STRATEGY 14: Continue cross-departmental partnerships to establish and support safe travel habits with our most vulnerable populations. Our Vision Zero work relies on the expertise and community relationships held by many City departments. We will continue to work closely across the Streets Cabinet, Boston Public Schools, Boston Public Health Commission, Age Strong, Office of Early

[49] According to the latest American Community Survey estimates, 43% of Boston residents take transit, walk, or bike to get to work, with another 16% working from home, and the remaining 41% driving in either their own or another person's car. By comparison, 82% of commuters nationally use a car to get to work. Source: U.S. Census Bureau. (n.d.). Commuting Characteristics by Sex. American Community Survey, ACS 1-Year Estimates Subject Tables, Table S0801. Retrieved November 11, 2026, from American Community Survey data.

Childhood, and the Commission for Persons with Disabilities to deliver programs and safety education that meet the needs of our littlest, eldest, and disabled residents.

ACTION 14.1 CONTINUE AND SCALE: Maintain Boston's Youth Cycling Program and free adult Learn-to-Bike programs to build safe riding skills, build confidence, and share the joys and benefits of riding a bike.

ACTION 14.2 CONTINUE AND SCALE: Continue Safe Routes to School programming, including pedestrian safety education, and school arrival and dismissal evaluations, coordinating on safety changes, and conducting an annual school travel tally.

ACTION 14.3 CONTINUE AND SCALE Continue partnerships with the Commission for Disabilities and Age Strong to implement protections and raise awareness for the unique needs people with disabilities have when navigating sidewalks, intersections, and shared-use paths.

STRATEGY 15: Leverage new tools, methods, and emerging technologies to support and enforce safer travel behavior. Boston is a hub of innovation. We will focus on piloting and learning from data analytics, automated cameras, and specialized equipment to encourage and enforce safe travel behavior that addresses both long-standing and emerging safety challenges.

ACTION 15.1 CONTINUE AND SCALE: Improve targeted enforcement of safety-related parking violations, such as double parking or parking in a bus lane, by using technology, data analytics, and other emerging tools to deploy parking enforcement officers to areas of frequent illegal parking activity.

ACTION 15.2 CONTINUE & SCALE: Test and deploy new analytical tools to monitor and evaluate the impact of curb and traffic management strategies on driving behavior change towards increased compliance and safety.

ACTION 15.3 EXPLORE AND EVALUATE: Pilot the use of bike patrols for parking enforcement, using lessons from peer cities on costs, bike maintenance, and officer training.

ACTION 15.4 START: Deploy school bus stop-arm cameras to hold drivers accountable for illegally passing stopped school buses, beginning with a pilot before expanding to full enforcement.

ACTION 15.5 CONTINUE & SCALE: Maintain operational focus on clearing critical pedestrian and bike infrastructure after snow events using our expanded fleet of compact snowplows.

STRATEGY 16: Foster accountability and transparency through consistent communication and compassionate community support. Working toward safe streets depends on public trust, and trust depends on transparency – about what's working well, and where the City needs to change its approach. Through intentional engagement, people-first communication, and data-driven reporting, we will work to most effectively engage residents in creating space on our streets for all modes.

ACTION 16.1 START: Coordinate project review and community engagement processes across all departments to include clear, consistent communications.

ACTION 16.2 CONTINUE AND SCALE: Leverage City and partner-agency assets to keep residents informed about street safety projects and policy changes, from start to finish, including the impact of the changes and lessons learned.

ACTION 16.3 EXPLORE AND EVALUATE: Explore ways for the City to memorialize victims and support families impacted by loss as a result of traffic violence.

ACTION 16.4 EXPLORE AND EVALUATE: Coordinate with municipal and regional partners to promote consistent traffic safety messaging to travelers across City and town boundaries.



03

IMPLEMENTATION & REPORTING

SECTION 3: IMPLEMENTATION & REPORTING

A plan is only as strong as its follow-through. This Action Plan update outlines the data-driven, multi-year strategies the City will use to make our streets safe for all users and prevent serious and fatal crashes. We commit to accountability through aligning our annual budget with our Vision Zero strategies, and by regular reporting and communication with the Vision Zero Task Force and the public.

In this section, we outline how we will work with community partners and across departments to advance and measure progress toward this Action Plan.

REPORTING

Reporting keeps us accountable. We will track progress on each action and adjust course when our evaluations show us that something isn't working as expected. We will continue to close gaps in our data, share what we've learned from our interventions, and keep the public informed of our results.

CRASH DATA

Vision Zero crash data is publicly accessible and posted online. In partnership with Boston Emergency Medical Services and the Department of Innovation and Technology, our crash data is updated on a monthly basis and published on the City's website.[50] The dataset includes the date, time, location, and type of crash for crashes requiring a public safety response which may involve injuries or fatalities. We will continue to make this data available to the public.

ANNUAL FACT SHEETS

Each year we make progress to improve safety on our streets. Beginning after the 2027 construction season, we will publish an annual fact sheet to provide updated data analysis and reporting on accomplishments and lessons learned from the previous year.

CAPITAL PROJECTS DASHBOARD

Active capital projects in the planning, design, or construction phase are included in the City's Streets Cabinet Projects Dashboard, allowing residents to search projects by phase, neighborhood, and type of

[50] View crash data at boston.gov/vision-zero

project, view project materials, and stay up-to-date on engagement opportunities and project milestones.[51]

ACTION PLAN SUMMARY & IMPLEMENTATION PARTNERS

Implementing this work requires close coordination across City departments and external partners, as well as open dialogue with our residents, who can better help us understand their experiences navigating our streets. Though not named below, each of these strategies also benefits from the expertise, guidance, and participation of Boston businesses, civic institutions, labor partners, neighborhood associations, and other community organizations.

Acronyms Used Below: Boston Centers for Youth and Families (BCYF), Boston Fire Department (BFD), Boston Police Department (BPD), Boston Public Health Commission (BPHC), Boston Public Library (BPL), Boston Public Schools (BPS), Massachusetts Department of Conservation and Recreation (DCR), Department of Innovation and Technology (DoIT), Boston Emergency Medical Services (EMS), Office of Intergovernmental Relations (IGR), Inspectional Services Department (ISD), Massachusetts Department of Transportation (MassDOT), Massachusetts Bay Transportation Authority (MBTA), Mayor's Office of Arts and Culture (MOAC), Mayor's Office of Immigrant Advancement (MOIA), Office of Economic Opportunity and Inclusion (OEOI), Office of Emerging Technology (OET), Office of Neighborhood Services (ONS), Office of Youth Engagement and Advancement (OYEA)

ACTION #	TYPE	ACTION	PARTNERS
Strategy 1: Address speeding on major, multi-lane arterials			
1.1	Continue & Scale	Advance planning, design, and construction of redesign projects to reduce dangerous speeds on major thoroughfares	Streets, MassDOT, MBTA, DCR, MPO
1.2	Continue & Scale	Expand the use of nighttime traffic signal adjustments on multi-lane streets to safely slow down off-peak traffic	Streets
1.3	Advocate	Work with state partners to implement designs that reduce speeding on non-City roadways, including active projects on Arborway and various State-owned bridges	Streets, IGR, MassDOT, DCR
1.4	Continue & Scale	Assess regulatory speed limits on all streets with posted speed limits above 25 MPH, including those under state jurisdiction	Streets, MassDOT, DCR
Strategy 2: Prioritize traffic calming infrastructure through Family Zones around parks, schools, libraries, and community centers			
2.1	Start	Create street safety "report cards" covering schools, parks, libraries, and community centers to identify needs and help prioritize improvements	Streets, BPS, BPL, Parks, BCYF, Age Strong
2.2	Explore & Evaluate	Pilot raised traffic calming features – like raised crosswalks and intersections – on higher-volume main streets near critical destinations	Streets, EMS, BFD, BPD, MBTA

[51] Visit the Active Streets Cabinet Projects dashboard at https://www.boston.gov/departments/streets-cabinet/project-search.

ACTION #	TYPE	ACTION	PARTNERS
2.3	Continue & Scale	Implement a regulatory school zone, including reduced speed limits of 20 MPH or below, at every school citywide	Streets, BPS
Strategy 3: Address the root causes of pedestrian injury and death through policy, design, and capital investments			
3.1	Continue & Scale	Complete a comprehensive analysis of existing lighting levels to ensure prescriptive lighting needs on each street are known and considered in capital and maintenance projects	Streets
3.2	Start	Update and adopt new City of Boston street lighting standards based on national best practices to support nighttime safety for pedestrians	Streets
3.3	Continue & Scale	Expand use of cost-effective design tools to improve visibility and slow speeds near unsignalized crosswalks, including deploying tan paint to more quickly create painted curb extensions, and expanding daylighting areas through parking restrictions	Streets
3.4	Start	Complete a thorough evaluation of the City's top ten pedestrian crash hot spot intersections identified in our High Injury Network analysis and implement feasible near-term improvements at each	Streets, BPD, MassDOT, DCR
Strategy 4: Leverage state-of-good-repair investments to implement cost-effective safety improvements			
4.1	Start	Leverage our annual pedestrian ramp investments to assess and add new crosswalks on main streets with long gaps between existing crossings	Streets, Commission for Persons with Disabilities
4.2	Continue & Scale	Leverage our annual asphalt resurfacing to make pavement marking changes that reduce speeding and mitigate conflicts for all travelers	Streets
4.3	Continue & Scale	Leverage signal retiming to select and prioritize corridors for upgrades based on both operational and safety needs	Streets
4.4	Continue & Scale	Leverage our annual street light maintenance to prioritize light level improvements at pedestrian crash hot spots and near destinations that promote significant walking activity	Streets
Strategy 5: Expand protection along streets and at intersections to manage the unique safety risks to bicyclists and emerging micromobility users			
5.1	Continue & Scale	Connect and grow our network of safe, comfortable bike routes with strategic investments that improve critical intersections, create stronger neighborhood connections to existing bike routes, and focus on boosting ridership by closing key gaps between recently installed protected corridors	Streets, MassDOT, DCR, MAPC, MPO
5.2	Continue & Scale	Implement safer, longer-lasting materials to protect people biking in separated bike lanes	Streets
5.3	Advocate	Work with nearby municipalities and MassDOT to develop additional guidance for legally managing bicycle conflicts at signalized intersections	Streets, IGR, MassDOT, MPO, neighboring municipalities
5.4	Explore &	Conduct an evaluation of national and international best practices for	Streets, Commission

ACTION #	TYPE	ACTION	PARTNERS
	Evaluate	managing speed differentials between traditional users of separated bike lanes and paths and emerging electrified modes	for Persons with Disabilities
Strategy 6: Implement data-informed improvements to update curb regulations and management practices to reduce curbside conflicts and increase safety of vulnerable roadway users			
6.1	Start	Complete a thorough evaluation of the City's top ten pedestrian and bicyclist crash hot spots identified in our High Injury Network analysis to evaluate and implement curb regulatory improvements at each	Streets
6.2	Continue & Scale	Utilize and develop new data sources to analyze urban logistics to designate and improve curb access for commercial loading and delivery behaviors	Streets, OEOI, OET, DoIT
6.3	Continue & Scale	Evaluate and improve existing permit programs and geofencing strategies to support and balance safe curbside parking and passenger loading, ensuring that resident parking, passenger pick-up/drop-off, and valet parking programs do not compromise designated traffic, bike and pedestrian infrastructure	Streets
Strategy 7: Model safe fleet transition and operations through City purchasing, contracting, and management practices			
7.1	Continue & Scale	Advance the safety of City-owned and -contracted vehicle fleets by establishing improved systems to ensure compliance with the City's existing Side Guard Ordinance	Streets, BPS, ISD, Procurement
7.2	Explore & Evaluate	Develop additional truck safety guidelines – such as downsizing, Direct Vision, lower hood heights, and the use of advanced in-vehicle technologies – and explore ways to embed these as standards into the City's future procurement processes	Streets, ISD, Procurement, BPHC, OET
7.3	Start	Align our truck safety standards with MassDOT requirements, allowing us to leverage the State's Truck Safety Devices portal to quickly verify compliant vehicles	Streets, MassDOT, ISD, Procurement
7.4	Continue & Scale	Expand use of current telematics to better understand how City fleet vehicles are driven, share findings with operators, and inform safety training	Streets, OET
Strategy 8: Provide information and incentives for private operators to choose safer vehicles			
8.1	Start	Launch an educational campaign to raise awareness of the importance of vehicle safety, both for people inside and outside of vehicles, including the benefits of downsizing, good Direct Vision, low hood heights, side guards, and advanced safety technology	Streets, BPHC, MassDOT
8.2	Explore & Evaluate	Explore opportunities to educate and provide incentives for private vehicle owners and fleet operators to use smaller, safer vehicles, including private waste haulers, construction contractors, utility companies, developers, and other institutions who regularly collaborate with the City	Streets, ISD, Planning, OEOI, BPHC
8.3	Advocate	Work with regional, state, and industry partners to advocate for stronger National Highway Traffic Safety Administration (NHTSA) vehicle testing and reporting standards to protect people both inside and outside of vehicles	Streets, IGR

ACTION #	TYPE	ACTION	PARTNERS
Strategy 9: Develop Safe, Sustainable Urban Freight Policies			
9.1	Start	Prepare and adopt a Sustainable Urban Logistics Plan focused on proactive commercial freight planning and safe movement of goods in Boston, potentially including time-of-day delivery restrictions and strategic designation of truck routes and loading zones	Streets, OEOI, Planning
Strategy 10: Implement recommendations of the State's Special Commission on Micromobility to establish clear guidance and safety standards for micromobility users			
10.1	Start	Conduct internal and external information campaigns to raise awareness of the new speed tier framework included in the proposed *Ride Safe Act* and what it means for users, retailers, and those responsible for enforcement	Streets, BPD, BPHC
10.2	Explore & Evaluate	Develop tailored educational materials for e-bike and micromobility riders to distribute via in-person training, point-of-sale transactions, and other channels	Streets, BPHC, BPS, OEOI
10.3	Start	Coordinate with neighboring communities to form a micromobility working group focusing on sharing information, improving and standardizing data collection methods, and encourage the safe expansion of this sector	Streets, neighboring municipalities, MassDOT
Strategy 11: Improve tracking and analysis of micromobility trends			
11.1	Start	Close our data gap by creating new vehicle categorization types and data collection protocols for EMS to document and report e-bike and micromobility crashes	Streets, EMS, BPHC, DoIT
11.2	Start	Retroactively categorize and analyze injury crashes involving micromobility users using data starting in 2024 to jumpstart a data-informed focus on micromobility safety	Streets, EMS, DoIT
11.3	Explore & Evaluate	Collect micromobility ridership counts as part of our Annual Bike Count program to help understand trends and add context to crash data	Streets
11.4	Continue & Scale	Ensure consistent implementation of the Road Safety and Accountability for Delivery Providers Ordinance – including reporting on where and when food deliveries are happening – to guide better street design, targeted enforcement, and safer street operations	Streets, OEOI, DoIT
Strategy 12: Partner with State and federal legislators and regulators to promote safe transportation systems			
12.1	Advocate	Support passage of the *Louisa Law* to authorize use of speed and red light cameras for automated enforcement, close the hands-free driving loophole to prohibit video recording or broadcasting while driving, and strengthen truck safety requirements statewide	IGR, Streets
12.2	Advocate	Support the *Ride Safe Act* in the final version of the state legislature's final 2026 economic development bill to establish a speed-based classification system for micromobility devices, minimum age requirements for devices capable of speed over 20 mph, and other safety standards for these emerging technologies	IGR, Streets

ACTION #	TYPE	ACTION	PARTNERS
12.3	Advocate	Advocate for state funding to support fare-free buses in Boston and fare equity in Zone 1A, extending the support that the state already provides to other municipalities	IGR, Streets, MBTA
Strategy 13: Implement plans and programs that reduce traffic congestion and exposure to motor vehicles			
13.1	Continue & Scale	Encourage the development of walkable and bikeable mixed-use, transit-oriented neighborhoods through parking and zoning reforms, neighborhood plans, development review, and other incentives	Planning, MOH, Streets
13.2	Start	Develop and distribute New Mover Welcome Packets to educate new Boston residents about their neighborhood-specific mobility options	Streets, MOIA, ONS
13.3	Explore & Evaluate	Evaluate financial mechanisms to reduce single-occupancy vehicle commuting, as outlined in the City's 2030 Climate Action Plan	Environment, Streets
13.4	Continue & Scale	Invest in bus lanes and implement transit signal priority (TSP) to improve the speed and reliability of buses	Streets, MBTA
13.5	Continue & Scale	Lower financial barriers to safe bike travel by providing free bike helmets, locks, bike repair workshops, and continuing the Boston Bikes Pass to income-eligible residents of Boston	Streets, BPHC
13.6	Advocate	Seek funding to continue and extend e-bike incentive and subsidy programs	IGR, Streets
Strategy 14: Continue cross-departmental partnerships to establish and support safe travel habits with our most vulnerable populations			
14.1	Continue & Scale	Maintain Boston's Youth Cycling Program and free adult Learn-to-Bike programs to build safe riding skills, build confidence, and share the joys and benefits of riding a bike.	Streets, BPHC, OEC, OYEA, BPS
14.2	Continue & Scale	Continue Safe Routes to School programming, including pedestrian safety education, and school arrival and dismissal evaluations, coordinating on safety changes, and conducting an annual school travel tally	Streets, BPHC, BPS
14.3	Continue & Scale	Continue partnerships with the Commission for Disabilities and Age Strong to implement protections and raise awareness for the unique needs people with disabilities have when navigating sidewalks, intersections, and shared-use paths	Streets, Commission for Persons with Disabilities, Age Strong
Strategy 15: Leverage new tools, methods, and emerging technologies to support and enforce safer travel behavior			
15.1	Continue & Scale	Improve targeted enforcement of safety-related parking violations, such as double parking or parking in a bus lane, by using technology, data analytics, and other emerging tools to deploy parking enforcement officers to areas of frequent illegal parking activity	Streets, OET, DoIT, MBTA
15.2	Continue & Scale	Test and deploy new analytical tools to monitor and evaluate the impact of curb and traffic management strategies on driving behavior change towards increased compliance and safety	Streets, DoIT
15.3	Explore & Evaluate	Pilot the use of bike patrols for parking enforcement, using lessons from peer cities on costs, bike maintenance, and officer training	Streets

ACTION #	TYPE	ACTION	PARTNERS
15.4	Start	Deploy school bus stop-arm cameras to hold drivers accountable for illegally passing stopped school buses, beginning with a pilot before expanding to full enforcement	Streets, BPS, BPD
15.5	Continue & Scale	Maintain operational focus on clearing critical pedestrian and bike infrastructure after snow events using our expanded fleet of compact snowplows	Streets
Strategy 16: Foster accountability and transparency through consistent communication and compassionate community support			
16.1	Start	Coordinate project review and community engagement processes across all departments to include clear, consistent communications	Streets, ONS, all departments
16.2	Continue & Scale	Leverage City and partner-agency assets to keep residents informed about street safety projects and policy changes, from start to finish, including the impact of the changes and lessons learned	Streets, ONS, MassDOT, MBTA
16.3	Explore & Evaluate	Explore ways for the City to memorialize victims and support families impacted by loss as a result of traffic violence	MOAC, Streets, BPHC
16.4	Explore & Evaluate	Coordinate with municipal and regional partners to promote consistent traffic safety messaging to travelers across City and town boundaries	Streets, BPHC, MassDOT, neighboring municipalities