

Vision Zero Boston

Together we can eliminate fatal and severe traffic crashes



Commissioner Gina N. Fiandaca,
Boston Transportation Department

Mayor Martin J. Walsh

GO BOSTON 2030

Imagining Our Transportation Future

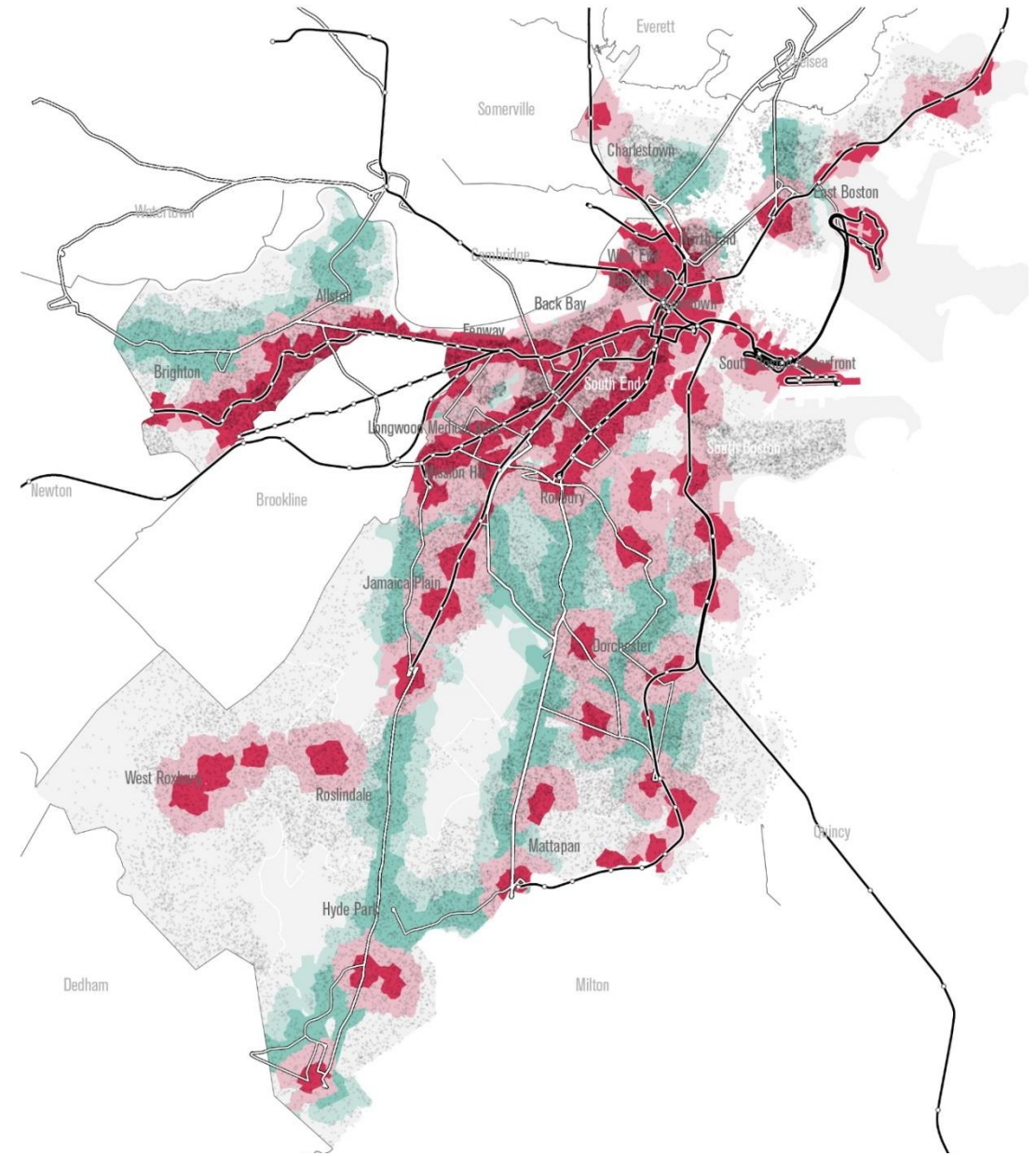
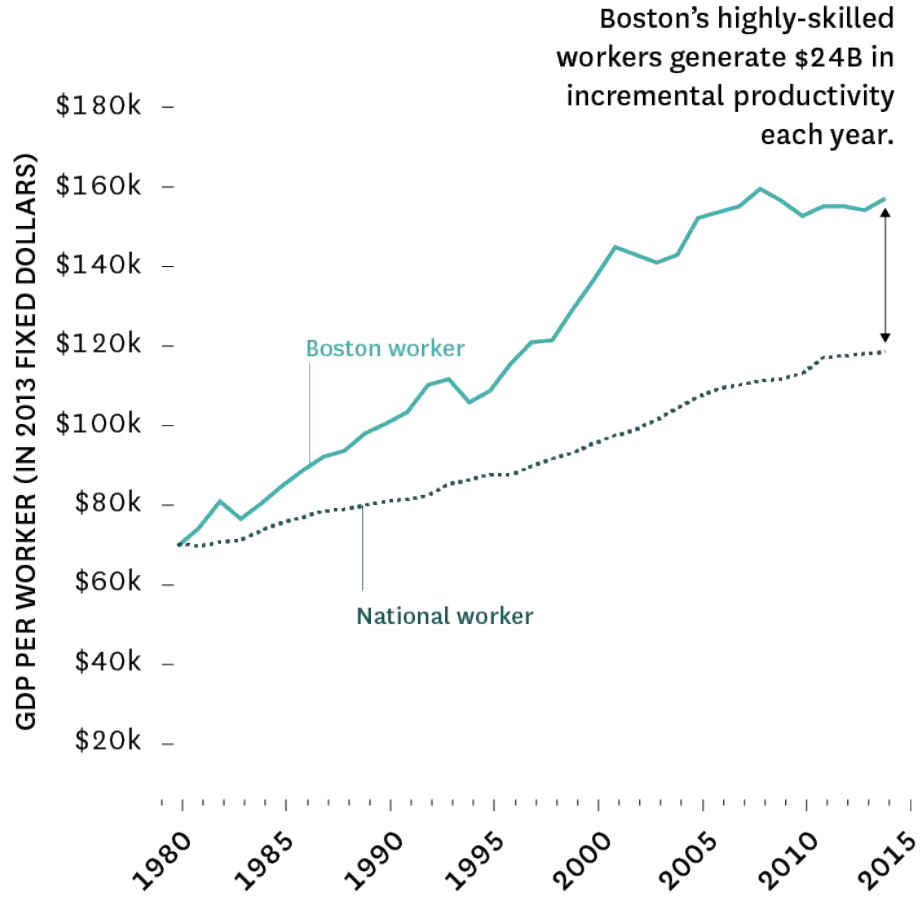


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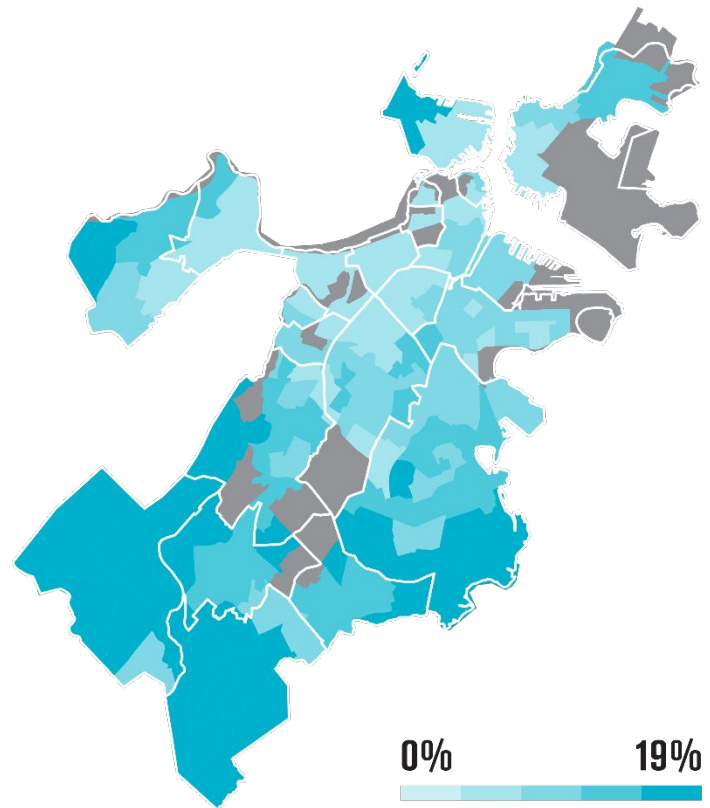
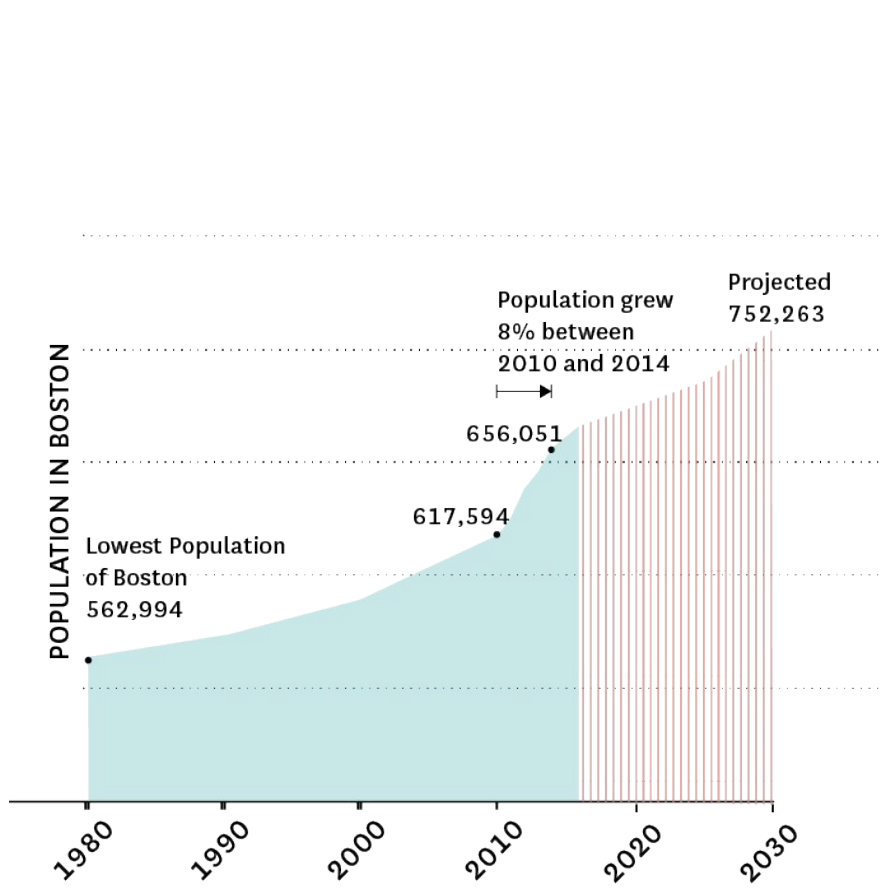
Opportunity and Access

Over 50,000 new jobs – Limited access for many

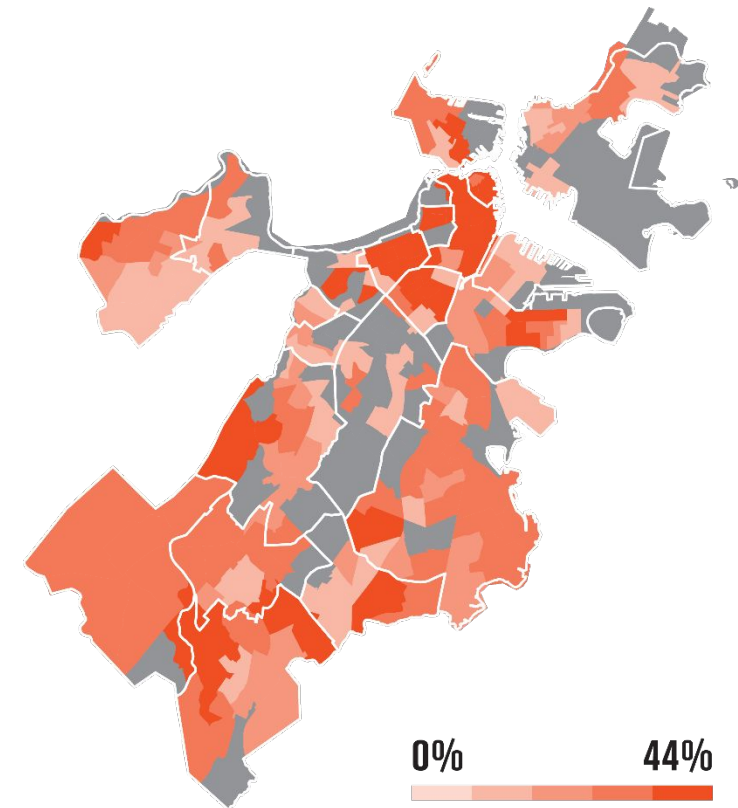


Population Growth and Costs

Transportation cost at 33% of income for very low-income families

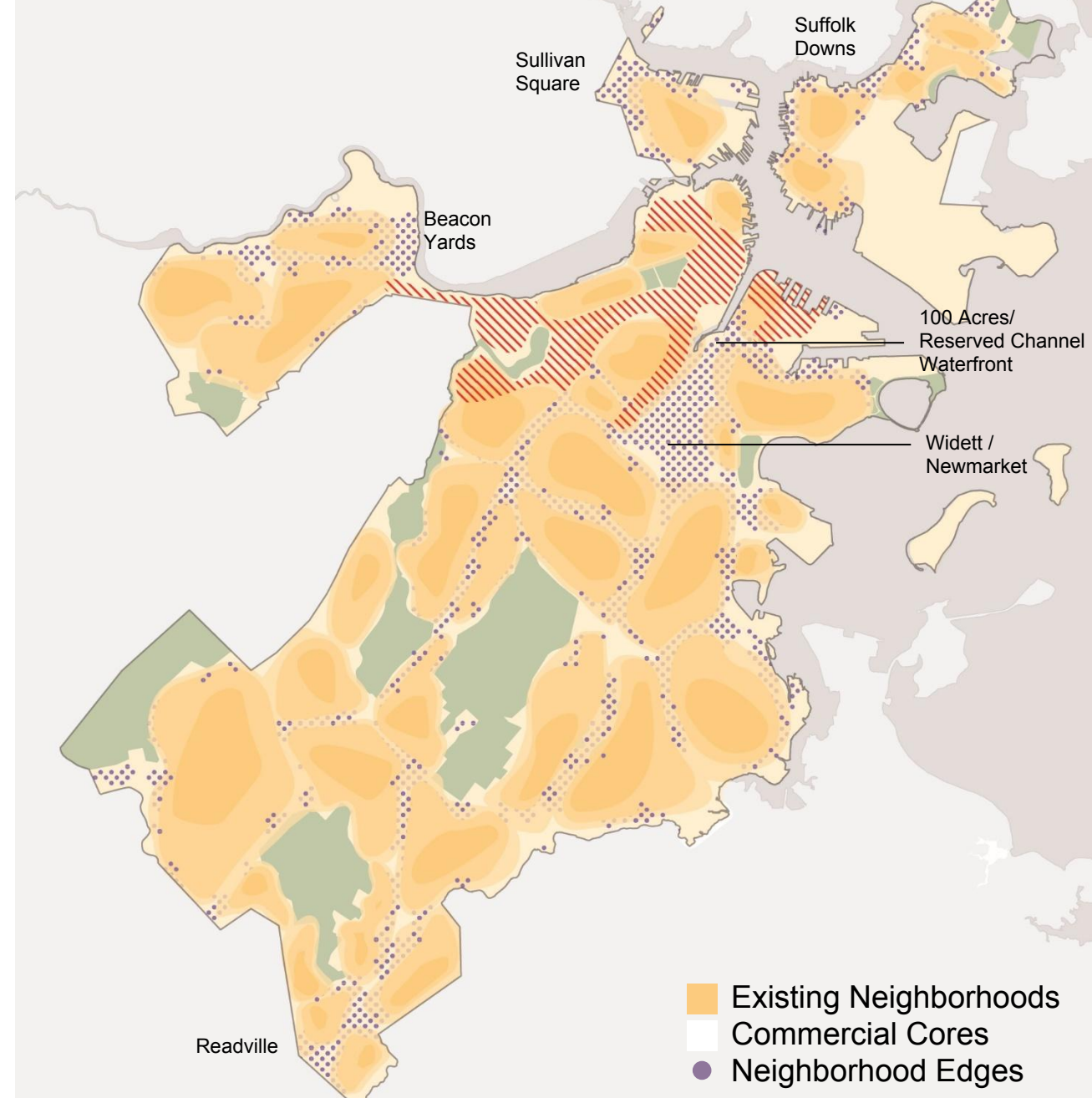


Transportation Cost Burden



Housing Cost Burden

Different areas of the city need different approaches for growth, enhancement, and preservation



The Process from Vision

Winter 2015 Question Campaign Nine Themes



More than 5,000 questions were donated in response to the query, "What's your question about getting around Boston in the future?"

Questions were collected via

- Interactive website
- Question Truck



Access
Affordability
Experiential Quality
Governance
Health
Innovation and Technology
Reliability
Safety
Sustainability and Resiliency

February 2015 Question Review Session Priority Questions



Questions that had been organized by theme were reviewed to select "Priority Questions."

Reviewers came from community and interagency partners



May 2015 Visioning Lab Goals



650 participants provided feedback on the priority questions and corresponding goals.

The Lab also included

- Interactive walls
- Data infographics



September 2015 Vision Framework

A bold vision statement for the future of transportation in Boston with goals and aspirational targets was released as a draft for public review.



to Action Plan

Fall 2015 Idea Campaign Project and Policy Database



3,700 suggestions for improving transportation were shared.

Ideas collected via

- Share Your Trip with BTS program
- Ideas on the Street pop-up
- Idea Roundtables
- Interactive website



Winter 2016 Idea Review and Scenario Workshop Four Futures



Ideas organized by mode of travel were reviewed to identify projects and policies most likely to meet goals.

Assisted by community and interagency partners, members of the public, and the charette design team.



Go Local
Go Crosstown
Go Regional
Go Tech

June 2016 Select a Future Top Projects and Policies



4,000 voters provided feedback on the projects and policies proposed.

Input collected via

- Online survey
- Paper ballot



March 2017 Vision Framework and Action Plan

A final Vision and Action Plan with projects and policies to be implemented over the next 15 years was published.



Themes

- **Access**
- **Reliability**
- **Safety**
- Experiential Quality
- Innovation and Technology
- Affordability
- Resiliency
- Transparent Governance
- Health



Key Aspirational Targets

Access

Every home in Boston within a 10 min walk of rail station or Key Bus Route, Hubway Station, *and* carshare

From **42%** of households to **100%**

Reliability

Bostonians' average commute to work time will decrease by **10%**

From **28.8** minutes to **25.9**

Safety

Eliminate traffic fatalities in Boston

From an average of 18 per year to **zero traffic deaths**

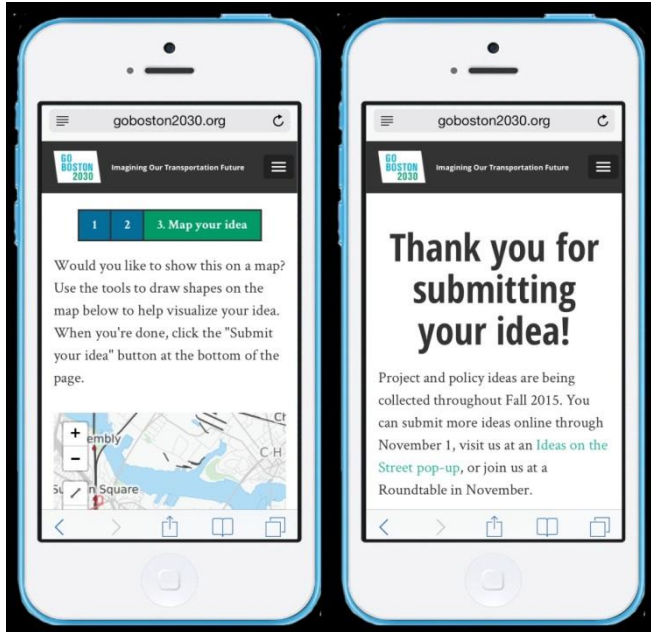
All households within a 5 minute walk of a protected bicycle facility or shared use path

From **20%** to **100%**

Mode Share Aspirational Targets

Boston Commuters	Share Today	2030 Aspirational
Public Transit	33%	Up by a third
Walk	14.5%	Up by almost half
Bike	1.9%	Increases fourfold
Carpool	5.4%	Declines marginally
Drive Alone	40.6%	Down by half
Other, WFH	4.5%	Slight increase in WFH

3,700 Ideas for Projects and Policies



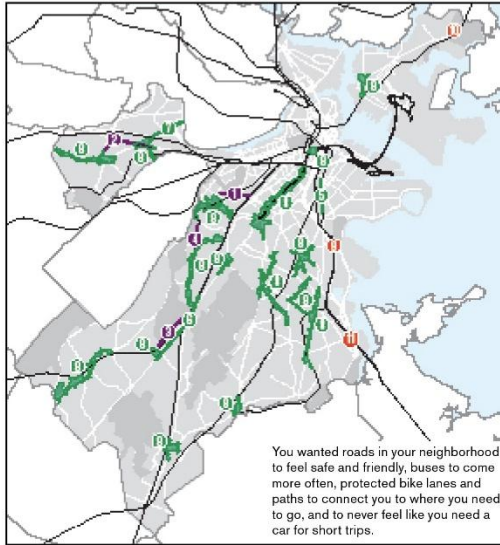
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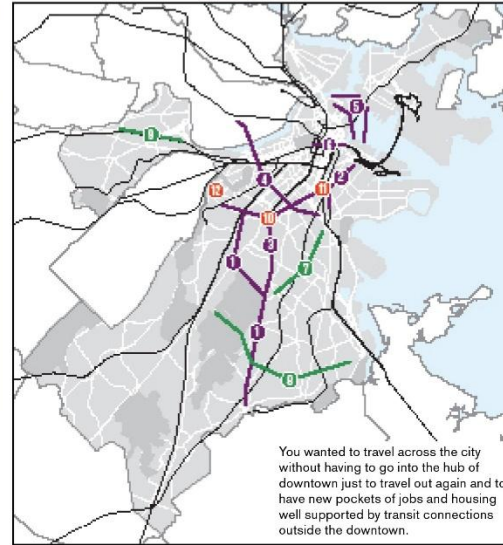
Four Futures

Choose 1

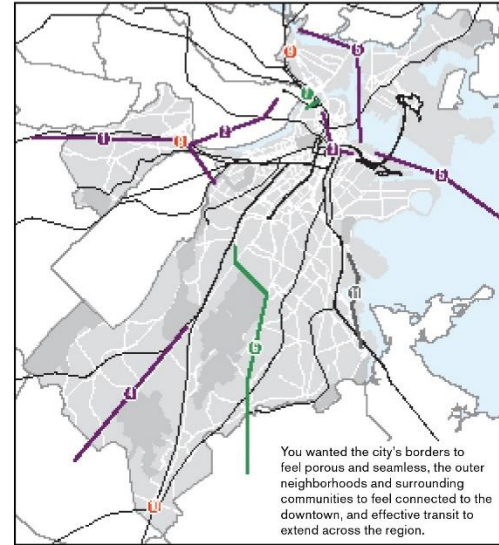
Go Local



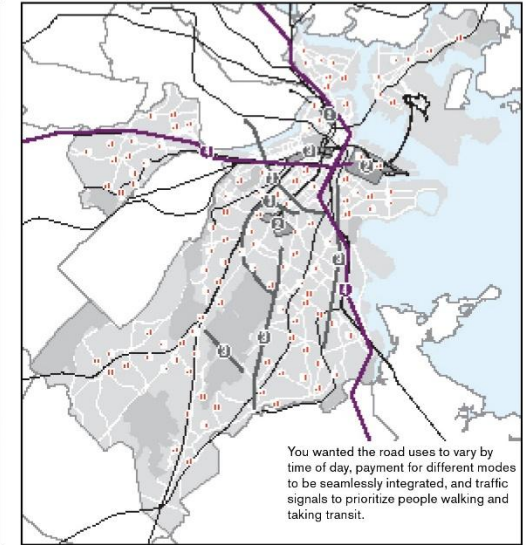
Go Crosstown



Go Regional



Go Tech



- High capacity transit
- Walking and biking
- Vehicular infrastructure
- Transportation hub

Select 3 for each future

Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Ruggles to LMA improved bus corridor	●	●	●	<input type="checkbox"/>
2 Oak Square to Comm Ave improved bus corridor	●	●	●	<input type="checkbox"/>
3 Orange Line extension to Rosindale Square	●	●	●	<input type="checkbox"/>
4 Green Line extension to Hyde Square	●	●	●	<input type="checkbox"/>
5 Dorchester Ave Complete Street (South Boston)	●	●	●	<input type="checkbox"/>
6 Washington Street Complete Street (JP/Rox)	●	●	●	<input type="checkbox"/>
7 Beacon Yards Complete Streets network	●	●	●	<input type="checkbox"/>
8 Pedestrian and bike-friendly Main Streets	●	●	●	<input type="checkbox"/>
9 Flood-Proof JFK/UMass station	●	●	●	<input type="checkbox"/>
10 Flood-Proof Suffolk Downs station	●	●	●	<input type="checkbox"/>
11 New Red Line station at Neponset	●	●	●	<input type="checkbox"/>
● Pedestrian-first traffic signals (Policy)	●	●	●	<input type="checkbox"/>
● Parking meter benefit district (Policy)	●	●	●	<input type="checkbox"/>








Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Mattapan to LMA streetcar/bus rapid transit	●	●	●	<input type="checkbox"/>
2 South Boston to Dorchester/Widett urban rail	●	●	●	<input type="checkbox"/>
3 Dudley Square to Mattapan streetcar/bus rapid transit	●	●	●	<input type="checkbox"/>
4 Massachusetts Ave bus rapid transit	●	●	●	<input type="checkbox"/>
5 Expanded local ferry network	●	●	●	<input type="checkbox"/>
6 Silver line tunnel connecting Washington St to South Station	●	●	●	<input type="checkbox"/>
7 Columbia Road greenway	●	●	●	<input type="checkbox"/>
8 Gallivan Blvd walk and bike path	●	●	●	<input type="checkbox"/>
9 North Allston walk and bike path	●	●	●	<input type="checkbox"/>
10 Enhanced Dudley Square transit center	●	●	●	<input type="checkbox"/>
11 Widett Circle bus and train station	●	●	●	<input type="checkbox"/>
12 LMA transit center	●	●	●	<input type="checkbox"/>
● Restructure all bus routes (Policy)	●	●	●	<input type="checkbox"/>
● Buses for bicycles operating in tunnels (Policy)	●	●	●	<input type="checkbox"/>

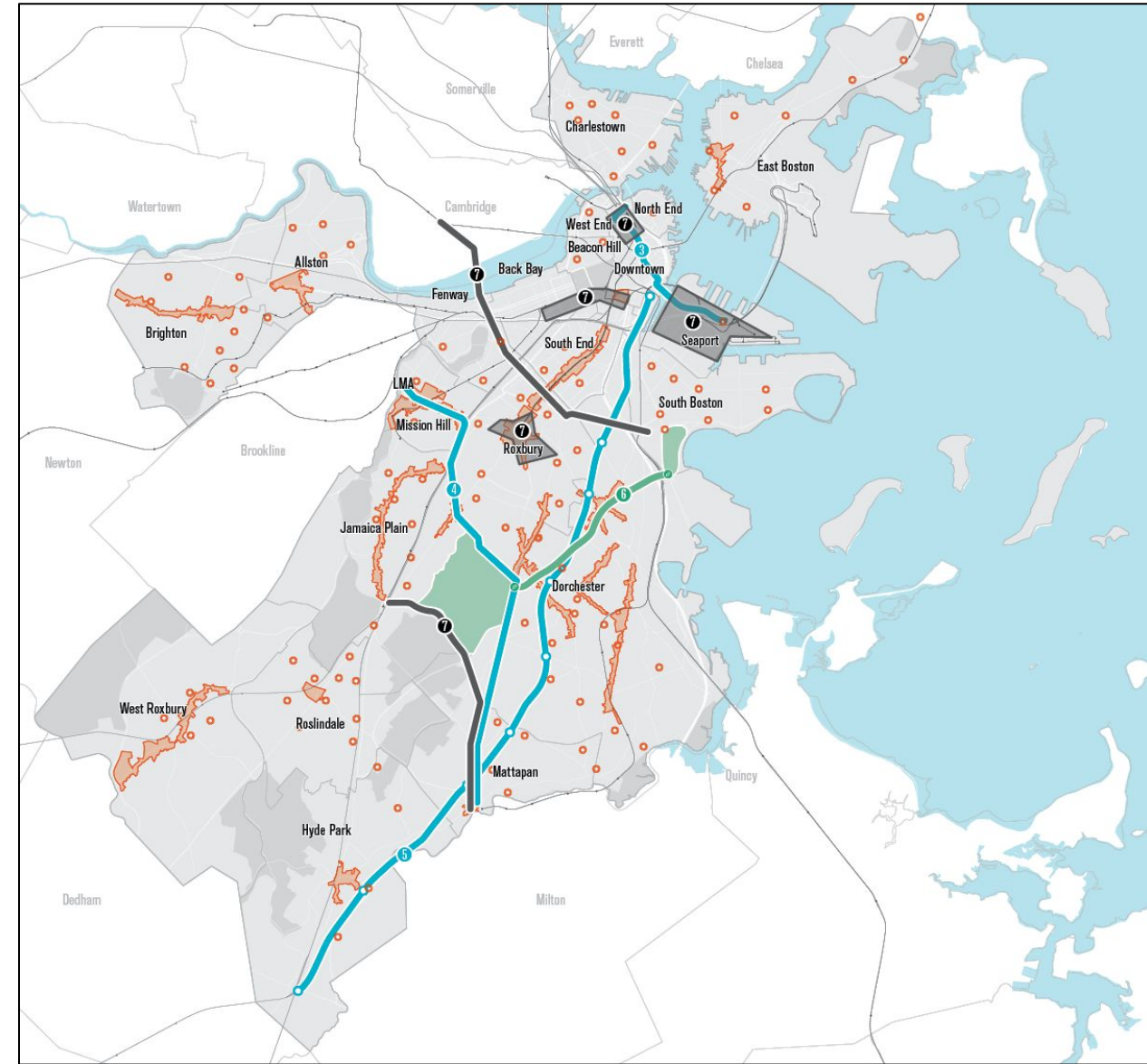
Projects + Policies	Access	Safety	Reliability	Pick your 3
1 I-90 Newton urban rail	●	●	●	<input type="checkbox"/>
2 LMA to Kendall/North Point bus rapid transit	●	●	●	<input type="checkbox"/>
3 North Station to South Boston Waterfront BRT	●	●	●	<input type="checkbox"/>
4 Forest Hills to Dedham bus rapid transit	●	●	●	<input type="checkbox"/>
5 Expand regional commuter ferry network	●	●	●	<input type="checkbox"/>
6 Blue Hills bike and pedestrian path	●	●	●	<input type="checkbox"/>
7 Charles River South Bank bridge	●	●	●	<input type="checkbox"/>
8 Allston (West) Station regional transit hub	●	●	●	<input type="checkbox"/>
9 Sullivan Square regional hub enhancement	●	●	●	<input type="checkbox"/>
10 Readville Yards station	●	●	●	<input type="checkbox"/>
11 Resilient Morrissey Blvd	●	●	●	<input type="checkbox"/>
● Expanded electric vehicle infrastructure (Policy)	●	●	●	<input type="checkbox"/>
● Mitigation fund to support green transportation (Policy)	●	●	●	<input type="checkbox"/>

Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Mobility Hubs (Hubway, car share, bus)	●	●	●	<input type="checkbox"/>
2 Smart Signal Districts: South Boston Waterfront, Bulfinch Triangle, and Dudley Square	●	●	●	<input type="checkbox"/>
3 Smart Signal Corridors: Essex and Kneeland Streets, Dorchester Ave, Blue Hill Ave, Morton St, Melnea Cass & Columbus Ave, Massachusetts Ave	●	●	●	<input type="checkbox"/>
4 Smart high-occupancy-vehicle lanes on interstates	●	●	●	<input type="checkbox"/>
● Autonomous vehicles strategy (Policy)	●	●	●	<input type="checkbox"/>
● Flexible lanes repurposed by time of day (Policy)	●	●	●	<input type="checkbox"/>
● Consolidated smart shuttle system (Policy)	●	●	●	<input type="checkbox"/>
● Facilitate and regulate shared ride technologies (Policy)	●	●	●	<input type="checkbox"/>

Key Policies + Projects

- P** Vision Zero Safety Initiatives
- P** State of Good Repair – Particularly Bridges
- P** Restructure All Bus Routes
- P** Autonomous Vehicles

-  Walk and Bike-Friendly Main Street Districts
-  Mobility microHUBs
-  North Station to Seaport Rapid Bus and Ferry
-  Mattapan to LMA Rapid Bus
-  Fairmount Line Service Improvements
-  Columbia Road Greenway
-  Smart Signal Corridors and Districts



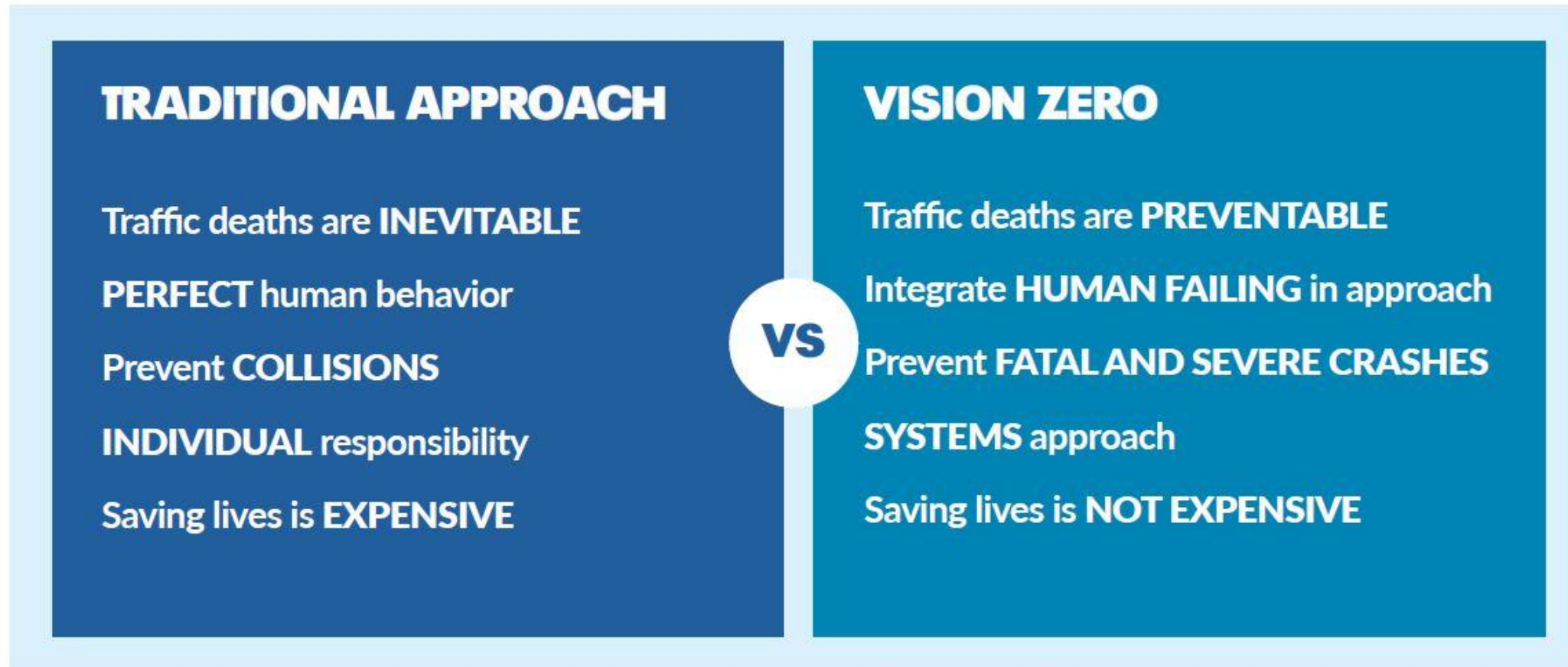
Vision Zero

Vision Zero is a commitment by communities around the world to eliminate traffic fatalities and severe injuries through a Safe Systems Approach

- Fatal traffic crashes are **not accidents**; they are **preventable**
- Making it safe for people who are **most vulnerable** benefits **everyone**



How is this different from traditional traffic safety?



Source: Vision Zero Network

Speed REALLY matters!



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Tefft, AAA Foundation for Traffic Safety, 2011

Boston's Vision Zero Action Plan

Four Critical Areas



Reduce Speeds and
Build Safer Streets



Tackle Distracted
and Impaired
Driving



Engage Bostonians
with Vision Zero



Hold Ourselves
Accountable for
Results

Build Safer Streets: Protected Bike Lanes



Bike Network

Priority Corridors

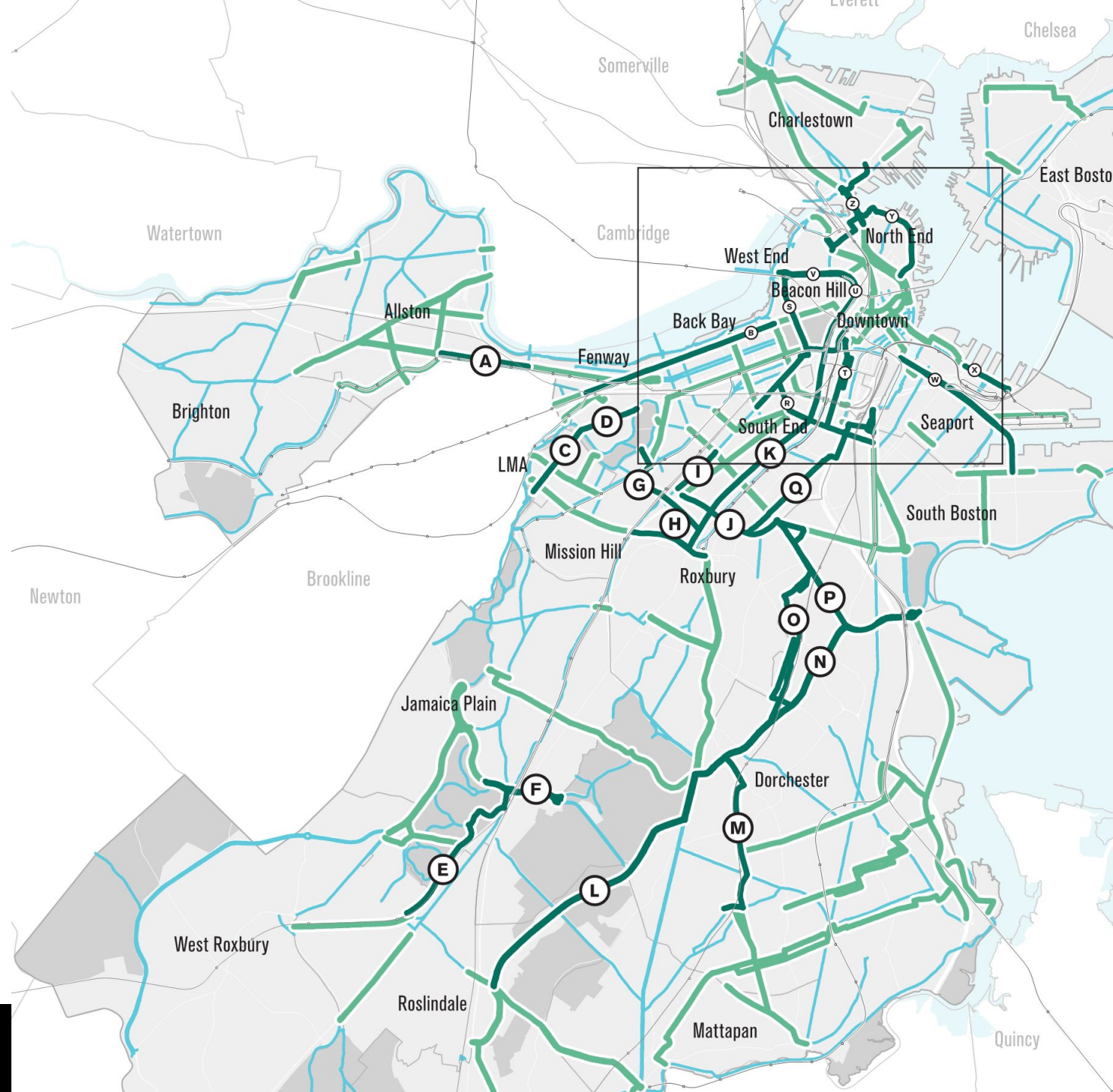
Ongoing

- Connect Historic Boston**
- Commonwealth Ave Phase 2/2A**
- Beacon Street (Back Bay)**
- Summer Street (South Boston)**
- South Bay Harbor Trail**

Next Generation

- American Legion – Columbia Road**
- Extending SW Corridor to MGH**
- Dudley to SW Corridor**
- Arboretum Path**

Commissioner Gina N. Fiandaca,
Boston Transportation Department



Daylighting Crosswalks

- Restrict parking 20' from crosswalk or intersection
- Improves visibility for drivers, pedestrians
- Nearside approach most critical



Crosswalk without daylighting

Daylighting with Tactical Island



Before



After

Tighten Curb Radius



Paint and Flexposts (quick build)



Curb Extensions

Raised Crosswalks

- Crosswalk level or near-level with sidewalk
- Slows motorists
- Can impact drainage
- Cannot be used on hills or too close to curve



Speed Humps on Residential Streets

- Spacing of approx. 300'
- No impact on parking
- No impact on drainage
- Not located at driveways or intersections



Speed Hump in Neighborhood Slow Streets zone

Speed humps are not speed bumps!



YES! Gradual taper up and down,
12 to 14 feet long



NO! Abrupt, hard bump, 3 to 4 feet long

Reduced Default Speed Limit to 25 mph (2017)

FOR A SAFER BOSTON

只为更安全的波士顿

PARA UM BOSTON MÃS SEGURO

POU BOSTON KA GEN PLUS SEKIRITÉ

PARA UMA BOSTON MAIS SEGURA

CHO BOSTON ĐƯỢC AN TOÀN HƠN

SPEED LIMIT 25

Boston has a new default speed limit.
波士顿设定了新的默认限速。
Boston tiene un nuevo límite de velocidad.
Boston gen yon nouvo limit vités default.
Boston tem um novo limite de velocidade padrão.
Boston sẽ áp dụng giới hạn tốc độ ấn định mới.

IF YOU DON'T SEE A SIGN, THE SPEED LIMIT IS 25 MPH.
如果您未看到标志，则速度限制为 25 MPH。
SI NO VE NINGUNA SEÑALIZACIÓN, EL LÍMITE DE VELOCIDAD ES DE 25 MPH.
SI QU PA WÈ YON SIVAL VITÉS, LIMIT VITÉS LA SE 25 MILALÈ.
SE VOCÊ NÃO HOUVER UMA PLACA, O LIMITE DE VELOCIDADE É DE 25 MPH.
NẾU QUÝ VỊ KHÔNG THẤY BÀN BẢO TỐC ĐỘ, GIỚI HẠN TỐC ĐỘ SẼ LÀ 25 DĂM MỘT GIỜ (MPH).

BOSTON.GOV/25MPH

Vision Zero
City of Boston
Mayor Martin J. Walsh

WHY THE CHANGE?

Reducing driving speeds from 30 mph to 25 mph will help make Boston safer for people of all ages and abilities walking, driving, and bicycling on our streets.

为什么进行变更?

将车速从 30 mph 降至 25 mph 会有助于让波士顿成为一个对所有年龄段的人、对有能力在我们的街道上行走、驾车和骑自行车的所有人而言都更加安全的城市。

¿POR QUÉ EL CAMBIO?

Al reducir el límite de velocidad de 30 a 25 mph ayudamos a hacer de Boston una ciudad más segura para todas las personas que caminan, conducen y montan en bicicleta, sin importar su edad o sus capacidades.

POUKISA CHANJMAN SA?

Redui kondwi vités limit nan 30 milalè a 25 milalè, sa pral fè Boston vingen plis sekirite pou moun tout laj ak tout kapasite k ap mache, kondwi, ak monte bekan nan lari nou an.

POR QUE A MUDANÇA?

A redução da velocidade do tráfego de 30 mph para 25 mph ajudará a tornar Boston mais segura para que pessoas de todas as idades e habilidades possam caminhar, conduzir e andar de bicicleta nas nossas ruas.

VÌ SAO CÓ SỰ THAY ĐỔI NÀY?

Giảm tốc độ lái xe từ 30 mph đến 25 mph sẽ giúp Boston an toàn hơn cho người dân mọi lứa tuổi và cho những người đi bộ, lái xe và đi xe đạp trên các đường phố trong thành phố chúng ta.



LIKELIHOOD OF SEVERE OR FATAL INJURY

for pedestrians struck by drivers traveling at these speeds.

严重或致命伤害的可能性

对行人被行驶时速度为这些速度的司机撞倒的人。

PROBABILIDAD DE UNA LESIÓN GRAVE O FATAL

para los peatones atropellados por quienes conducen a estas velocidades.

CHANS POU MOUN PRAN GWO CHÒK OSWA MOURI

pou chòk li ap kondwi ak vitès sa yo fèpaj pyeton.

PROBABILIDADE DE LESÕES GRAVES OU FATAIS

para pedestres atingidos por motoristas viajando a essas velocidades.

NGUY CƠ THƯƠNG TÍCH NGHIÊM TRỌNG HOẶC CHẾT NGƯỜI

cho những bộ hành bị va chạm khi tài xế lái xe ở những tốc độ này.

Distributed Posters, Buttons, Magnets



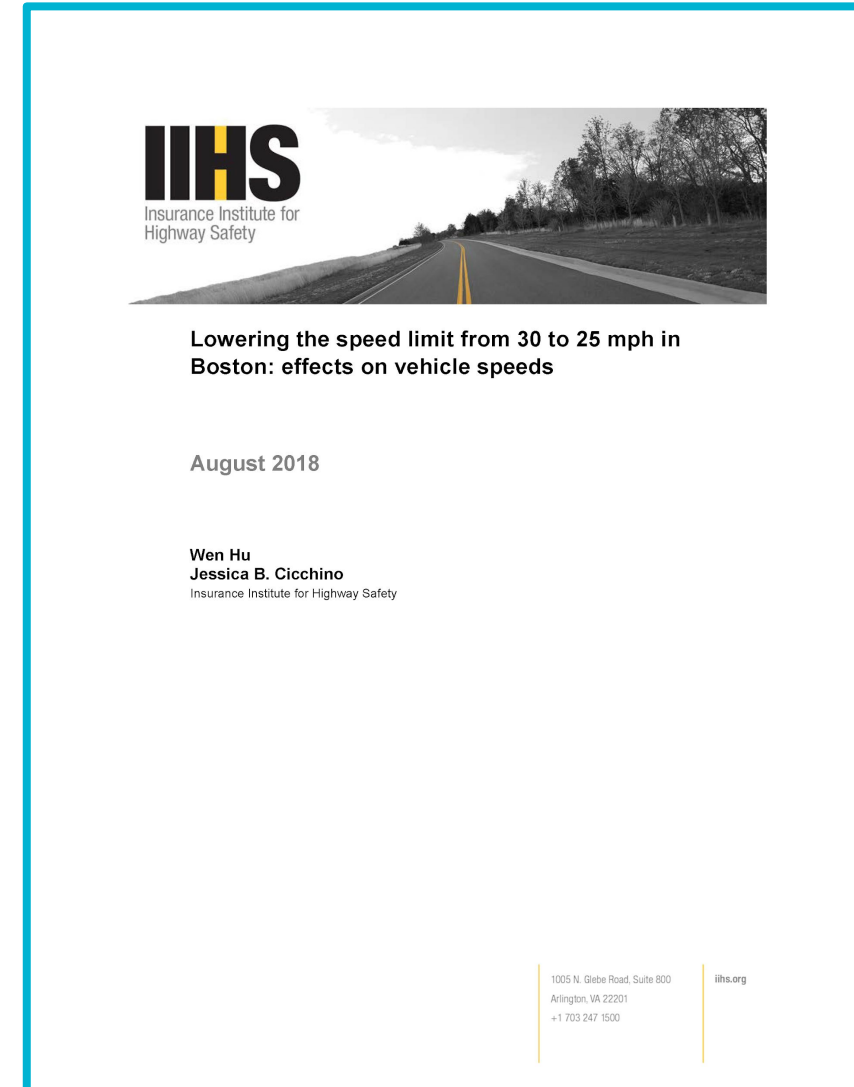
Installed 60 Speed Feedback Signs



Insurance Institute for Highway Safety

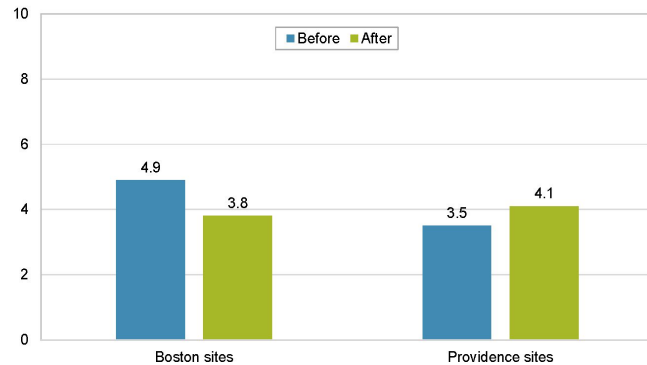
“Boston Study”

- Collected before/after speeds at 50 locations in Boston and 50 control sites in Providence during free flow conditions
- Observed no difference in mean speeds and 85th percentile speeds. However,
- ***Observed significant and substantial reduction in proportion of motorists traveling at the highest speeds (> 35 mph), where the risk of injury is greatest***

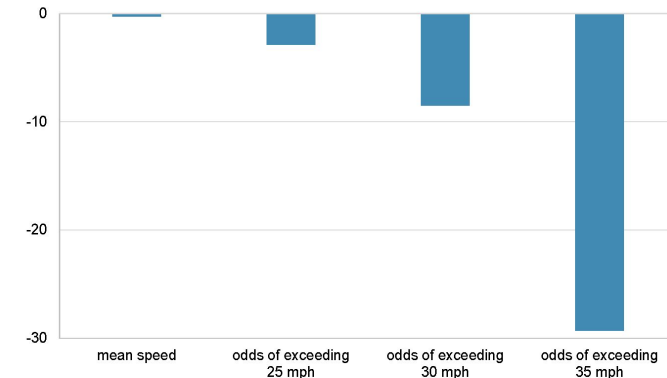


Observed >20% reduction in proportion of drivers traveling over 35 mph after speed limit change

Observed proportions of vehicles exceeding 35 mph by study group
Before vs. after



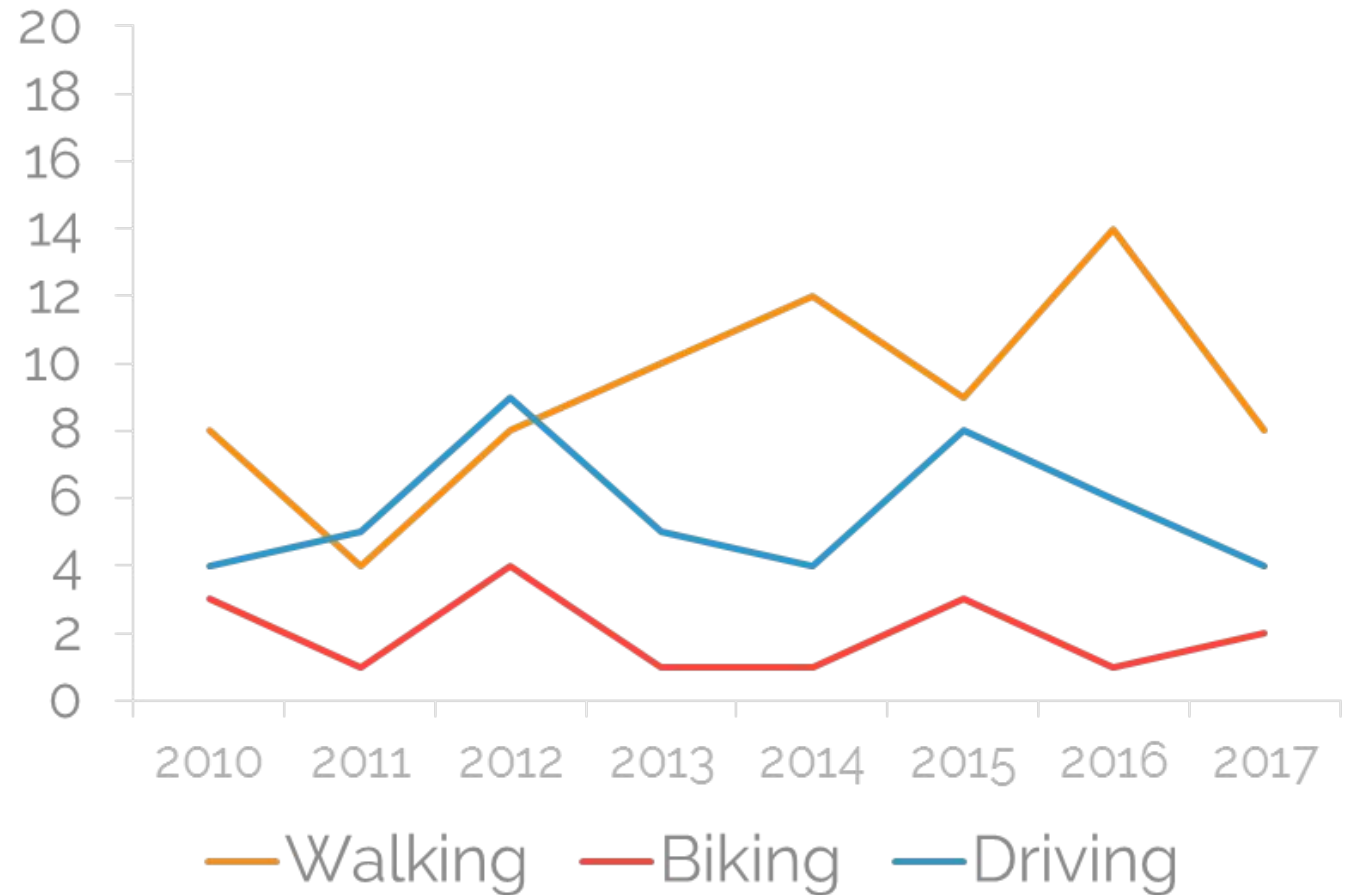
Percent change in mean speeds and odds of vehicles exceeding 25, 30, or 35 mph
Relative to expected without speed limit reduction



Fewer Fatal Crashes

Observed a decrease in fatal crashes in 2017 after speed limit change

- 2016: 21 total, 14 pedestrian, 1 cyclist
- 2017: 14 total, 8 pedestrian, 2 cyclist



Boston's Safest Driver App

2016 Partnership with Cambridge Mobile Telematics and Arbella Insurance Foundation to reward “Boston’s Safest Driver”

Top 25% of users exhibited:

- 47% reduction in phone use
- 35% reduction in speeding

2019 Relaunch with support from National Safety Council’s Road to Zero Safe Systems grant



Other initiatives: Autonomous Vehicle Testing

MAYOR WALSH SIGNS EXECUTIVE ORDER ON AUTONOMOUS VEHICLES

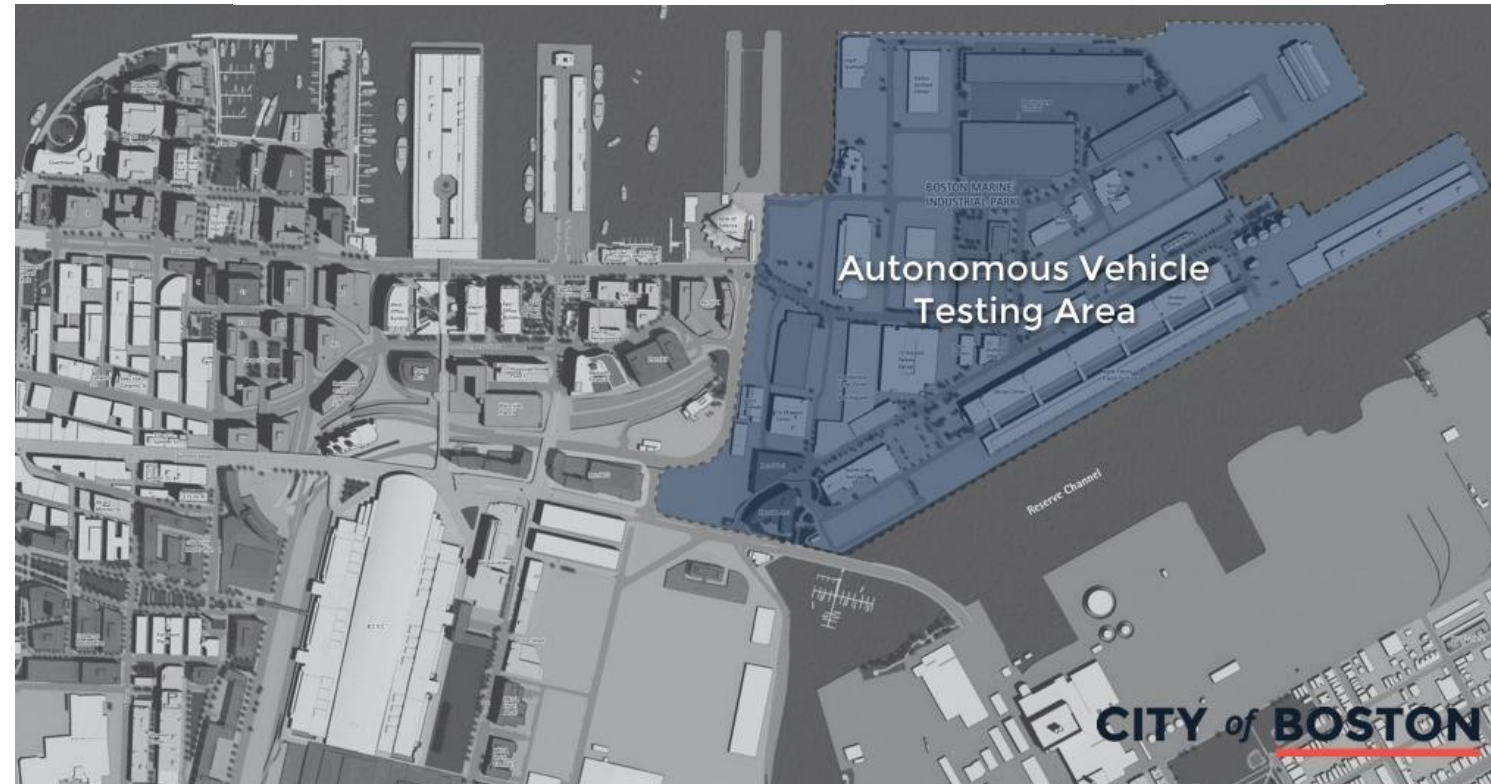
The executive order establishes the Boston Transportation commissioner as the leader in autonomous vehicle oversight.

October 20, 2016



Vehicle Testing

Currently Testing on-road and off
Testers Expanding (very soon!)
Socialization of AVs



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Go Boston 2030 and Vision Zero Going Forward

Accountability – Transparency – Partnerships

- **Engage** residents of Boston in every neighborhood and of all backgrounds and abilities directly in the implementation of policies and projects.
- **Track** Boston's progress relative to Go Boston 2030 and the *Vision Zero Action Plan*
- **Experiment** with new ways to achieve the community's vision, including conducting research, testing new ideas, and deploying innovative transportation pilots.

For more information:

boston.gov/departments/transportation/go-boston-2030

boston.gov/transportation/vision-zero

