Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111
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MetroWest Regional Collaborative
Fostering Sustainable Communities

MWRC Minutes

Thursday, May 28, 2026

9:30-11:00am

Wellesley Town Hall

Attendees

Ashland: Yolanda Greaves
Framingham:
Holliston:
Marlborough: Katie Robey
Natick:
Sherborn: Robert Wolff
Southborough: Sam Stivers
Wayland: Mary Antes, Robert Hummel
Wellesley: Colette Aufranc, Brad Downey, Sheila Page, Alannah Rivera, Kim DeMuro
Weston: Imai Aiu
Associate Members: Joe Russo (Senate President Spilka's Office)
MAPC Coordinators: Travis Pollack, Camille Jonlin, Samikshya Dhami
MAPC Staff: Apple Gould-Shultz
Boston MPO/CTPS: Ali Kleyman, Joe Delorto, Ethan LaPointe

Welcome & Call to Order

- Yolanda called the meeting to order, facilitated introductions. Quorum not reached.

Vision Zero Presentation

- Ali Kleyman presented on MPO Vision Zero Plan, including the VZ dashboard and data on MetroWest crashes and injury networks, as well as implementation updates. See presentation.
- Question: should Collaborative members help with outreach for the survey about where people feel unsafe?
    - Yes. Wellesley pushed it while doing Complete Streets implementation, and other communities should push it generally. It helps to have a "champion" in each community.
- Q: Is traffic camera policy happening statewide?
    - Seeing general interest from the Governor. Need more legislative support; see Senate Bill 2344.
- Q: How has engagement with law enforcement been?
    - Vision Zero goal is to eliminate traffic deaths and serious injuries, so law enforcement can help with things like traffic calming. There has been one police roundtable discussion so far.
    - We are taking a systems approach to crashes and rethinking our roads rather than placing blame on individuals involved.
- Q: How are you funding implementation?
    - Using SS4A grant to implement changes starting with quick builds/pilot projects.
    - Wellesley received earmark funds through a Representative for planning at a difficult intersection, and is applying for the TIP for implementation.

- Wellesley had completed a Complete Streets prioritization plan, which overlaps many of the intersections and corridors identified as high injury/high risk locations identified in the regional VZ Plan. Town then looks for available funding to make improvements along their priority corridors/intersections.

Walk Audit on Washington Street

- Several participants conducted a "walk audit lite" led by Sheila Page (Town of Wellesley) and Joe Delorto (MPO Staff) along Washington Street. Participants discussed their perceptions and insights on safety, comfort, and possible improvements.

Other Business Not Known at Time of Posting

- Yolanda: Ashland Select Board wants conversations with other Select Board members about funding issues – potential to work together regionally to put pressure on the state for returning municipal funds in this difficult budgeting environment. May start a letter of support to the legislature.
    - Colette: We can start with discussion amongst ourselves about how each municipality is making ends meet and any ideas to adjust municipal budgets.

Attachments:

- MPO Vision Zero Presentation and Roadway Safety Materials

Minutes compiled by Camille Jonlin, MAPC

Minutes approved 06.25.2026

Boston Region Vision Zero Action Plan

A roadmap to safer streets

presented to

MWRC Subregional Group

presented by

Ali Kleyman, Boston Region MPO

May 28, 2026

Topics today

- Vision Zero and the MPO's work so far
- Transportation safety in the region and in MWRC
- Vision Zero data dashboard
- Regional Vision Zero Action Plan

- **Head outside!** Field walk / example walk audit

The Boston MPO's transportation safety goal is **zero** deaths and serious injuries

The Long-Range Transportation Plan (*Destination 2050)* commits the region to zero transportation-related fatalities and serious injuries by 2050.

- Eliminate fatalities of vulnerable road users
- Prioritize investments that improve safety for vulnerable road users and people in disadvantaged communities

We have a roadway safety problem

- In the US, a pedestrian is **killed every 72 minutes** and **injured every 8 minutes**.
- In MA, fatal and serious injury crashes **increased by almost 20%** from 2018 – 2022.
- In the Boston Region, almost **1,000 people each year** are killed or seriously injured in crashes every year

https://visionzeronetwork.org/what-were-getting-wrong-about-vision-zero-lessons-for-2024/
https://www.transportation.gov/NRSS/SafeSystem
https://magazine.northeast.aaa.com/daily/newsroom/u-s-pedestrian-deaths-on-the-decline-but-still-above-pre-pandemic-levels/

Vision Zero is a proactive and systems-based approach to traffic safety

We do not have to accept deaths and serious injuries on our streets.

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Vision Zero on the streets

Infrastructure

- signage
- speed humps
- safer crosswalks

Policies and processes

- Lower speed limits
- automated enforcement
- safe fleet policies
- Drivers' education requirements

Vision Zero Roadmap

Establishing the Framework
2025

- Stakeholder engagement
- Data analysis
- Draft action plan
- Vision Zero Dashboard
- Initiate municipal partnerships on project design, capacity building and education

Design, education and capacity building
2026

- **Jan. - June**
  - Final Action Plan
  - Safety audits and concept design
  - Walk Audit Academies
  - Distracted driving education
- **July - Dec**
  - FY24 SS4A grant start-up
  - Planning for municipal partnerships

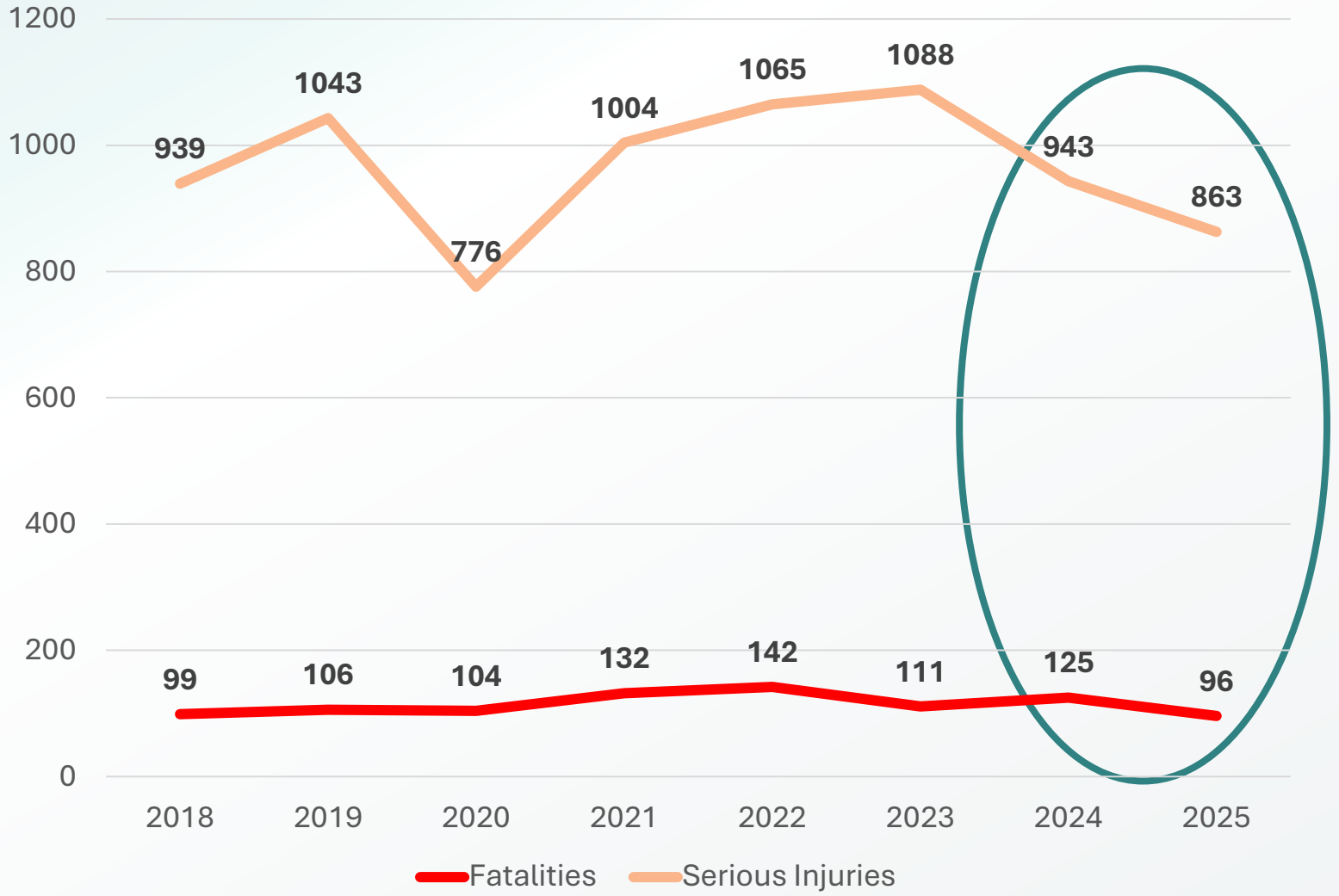
Continued partnerships and scaling
2027 and beyond

- Pilot/demonstration project implementation (FY24 and FY25 SS4A grants)
- Regional partnership expansion
- Continued network analysis
- Vision Zero implementation Task Force

Opportunities for involvement

The transportation safety challenge

Regional Safety Performance



- 8.5%

Serious Injuries from 2024

- 23%

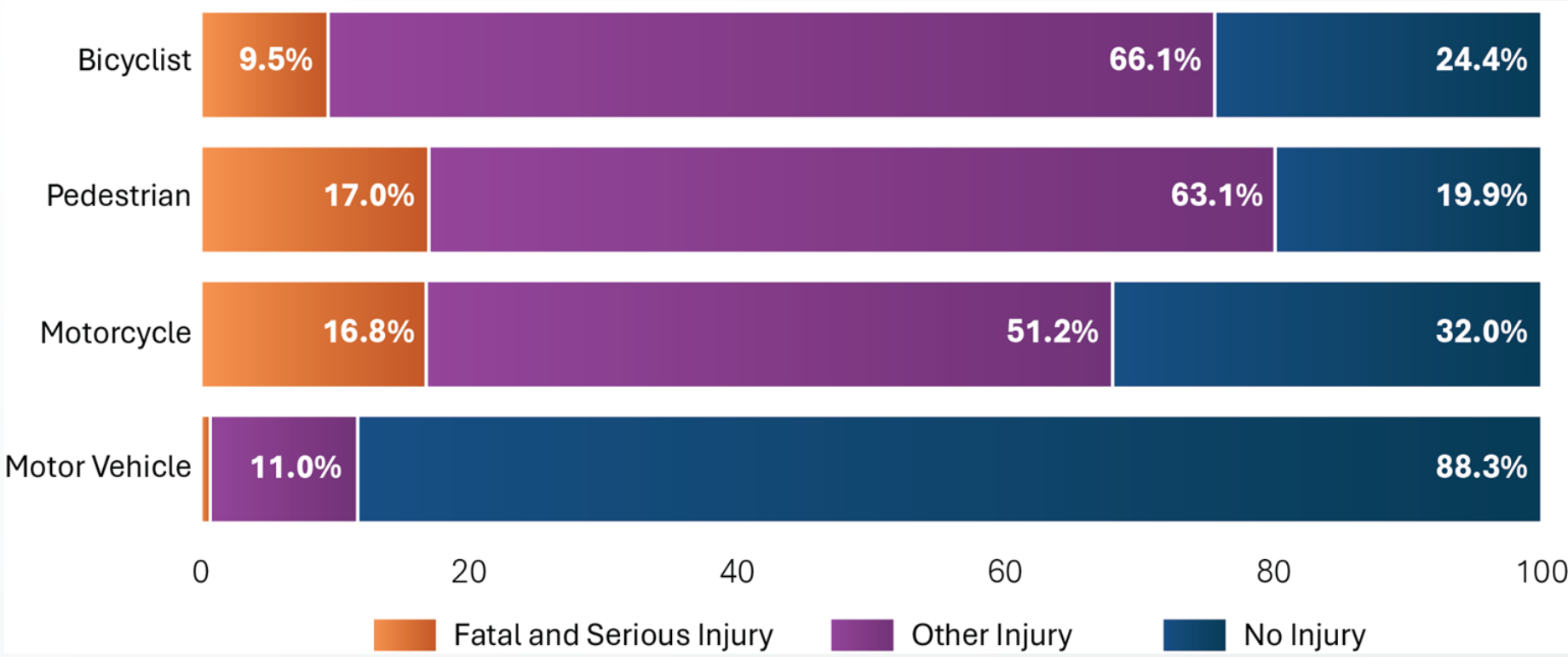
Fatalities from 2024

Note: Data are for all fatalities and serious injuries in the region, including those on interstates and fully access-controlled roadways.

People who walk, bike, and roll are more likely to be seriously hurt or killed.

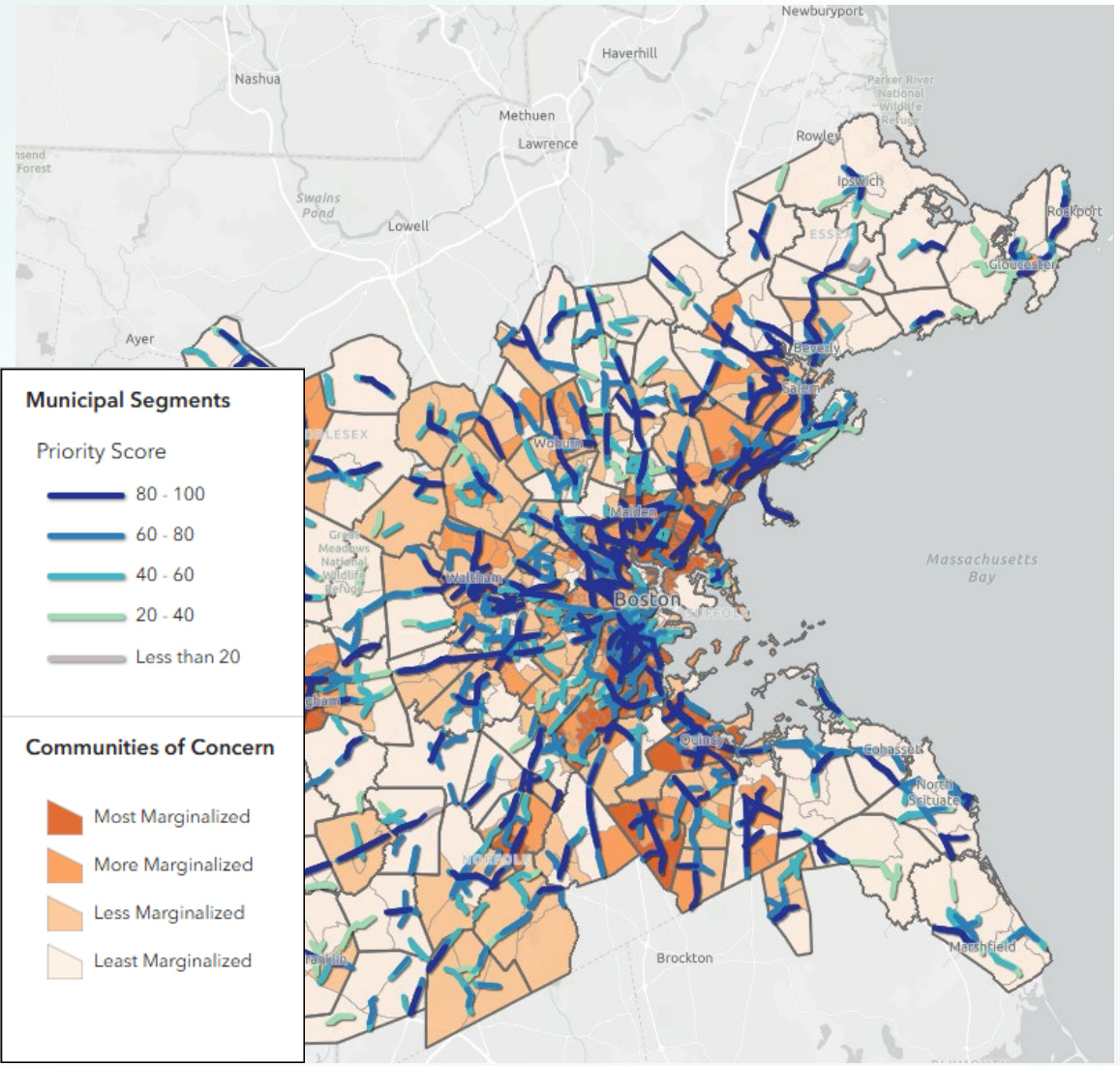
People walking, rolling and biking represent

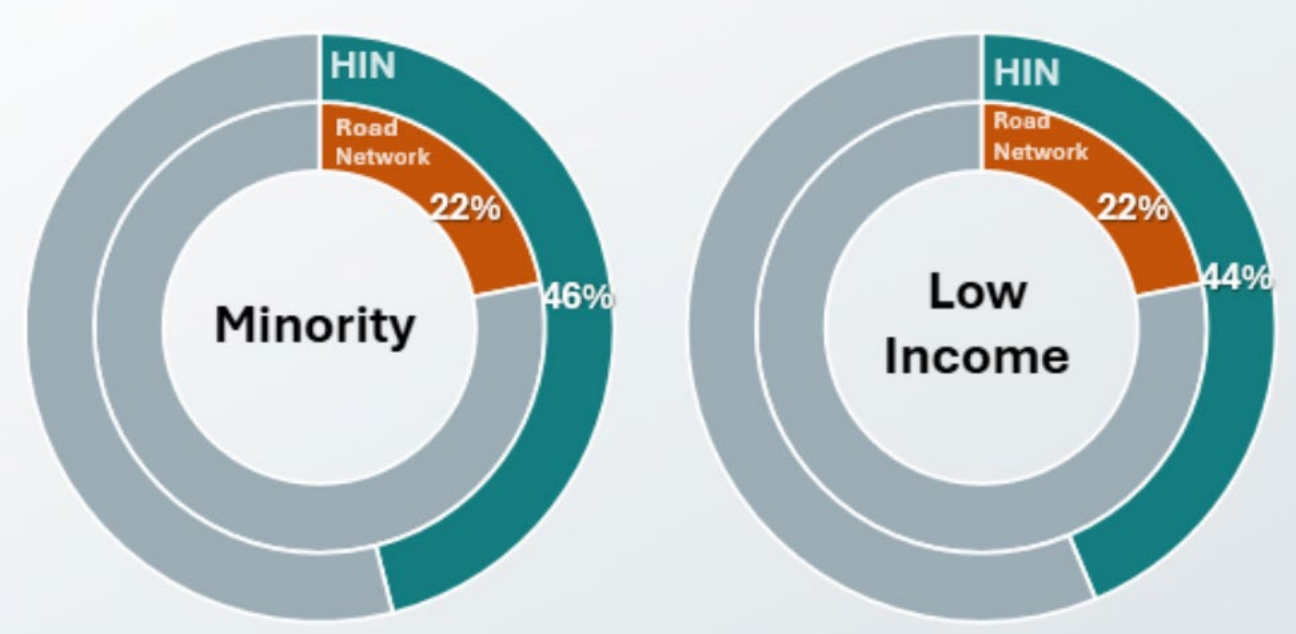
- **13% of all injury crashes**
- **28% of fatal and serious injury crashes.**



(between 2018 and 2022)

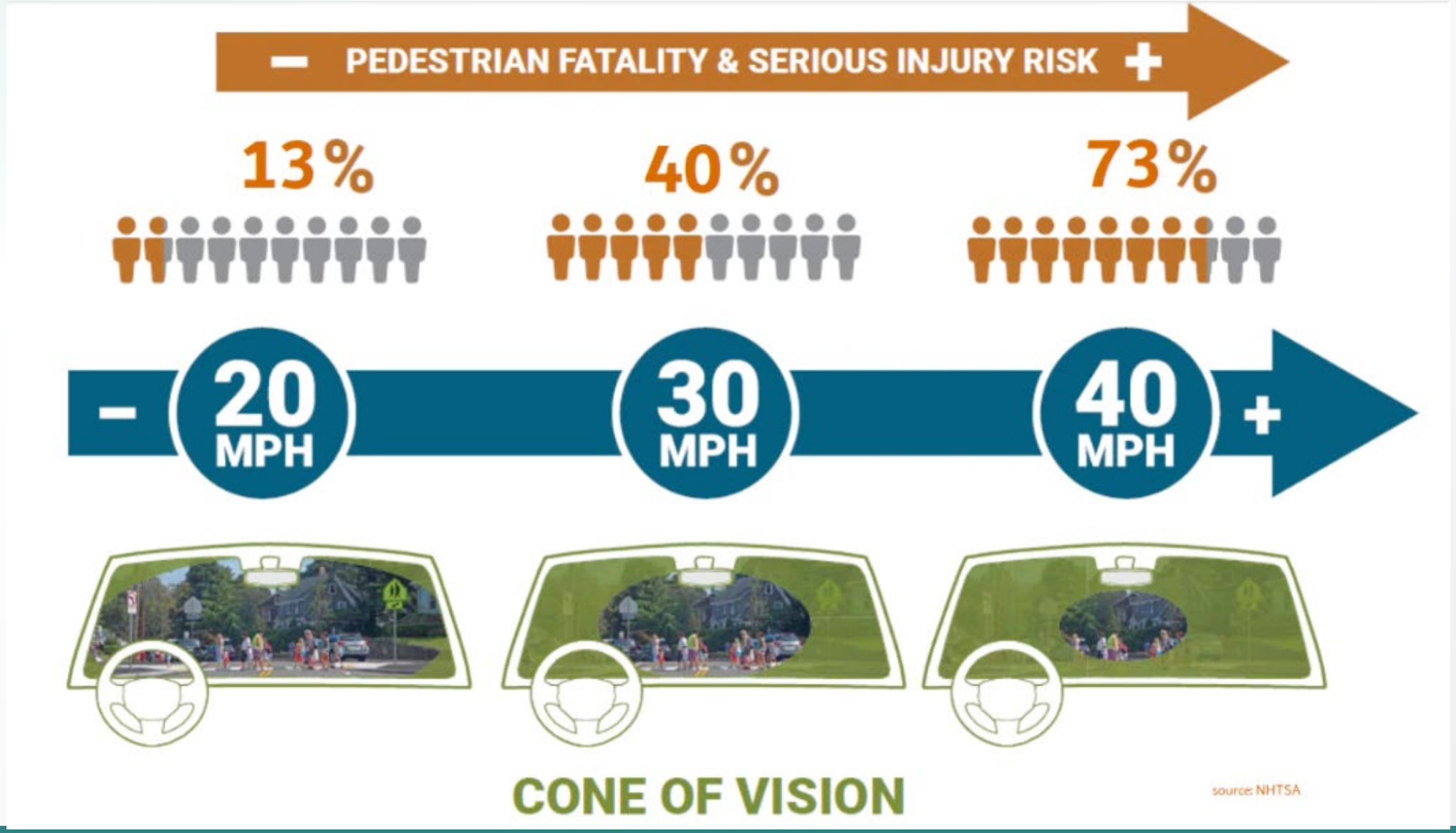
Minority and low-income residents live near more unsafe roads





HIN = high-injury network. We found that 58% of injury crashes take place on just 7% of roadway miles

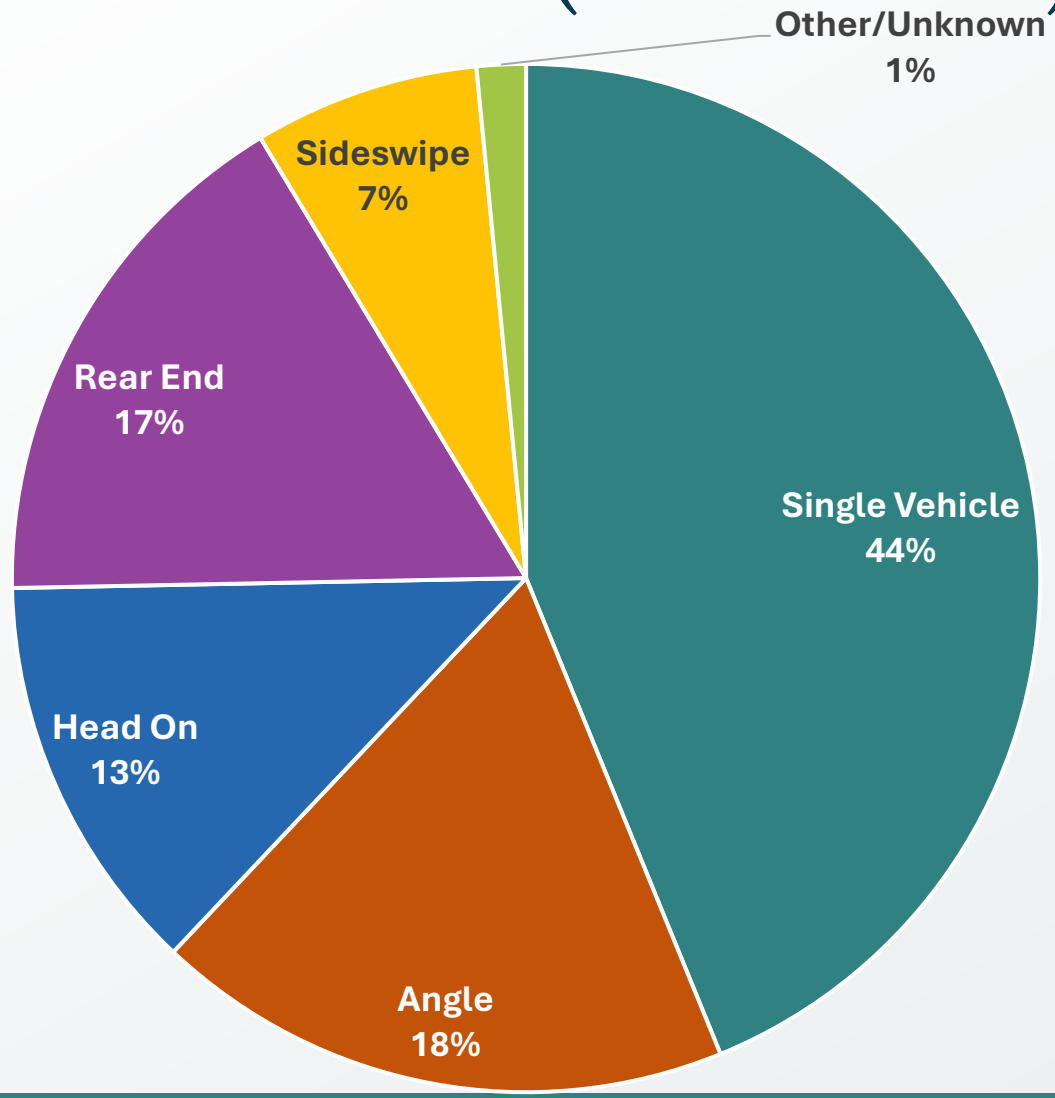
The importance of slowing drivers



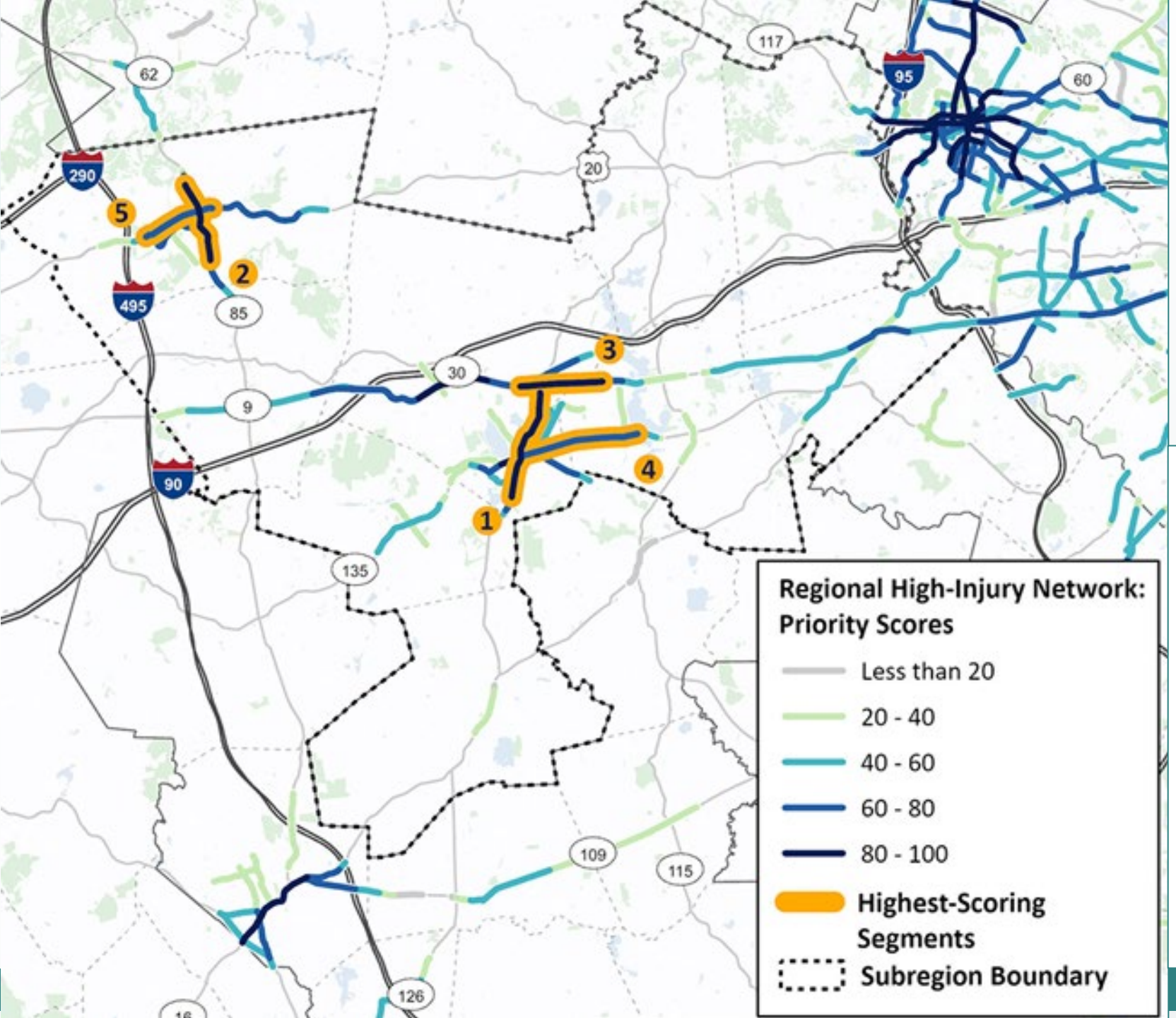
Over 40% of fatal and serious crashes in MWRC involve one vehicle (2018-2025)

- For crashes involving **one vehicle**, drivers are crashing into stationary objects (trees, utility polls, guardrails) and pedestrians.

- For crashes involving **more than one vehicle**, drivers are travelling straight ahead, making left and right turns, or hitting cars stopped in traffic.



Top 5 high crash corridors in MWRC



- **Route 126 / Route 135** intersection and corridor in Framingham (#1 and #4)
- **Route 9** in Framingham and Natick (#3)
- **Route 85 / Bolton St. and Lincoln St.** in Marlborough (#2 and #5)

Vision Zero Dashboard

Audience, purpose and goals

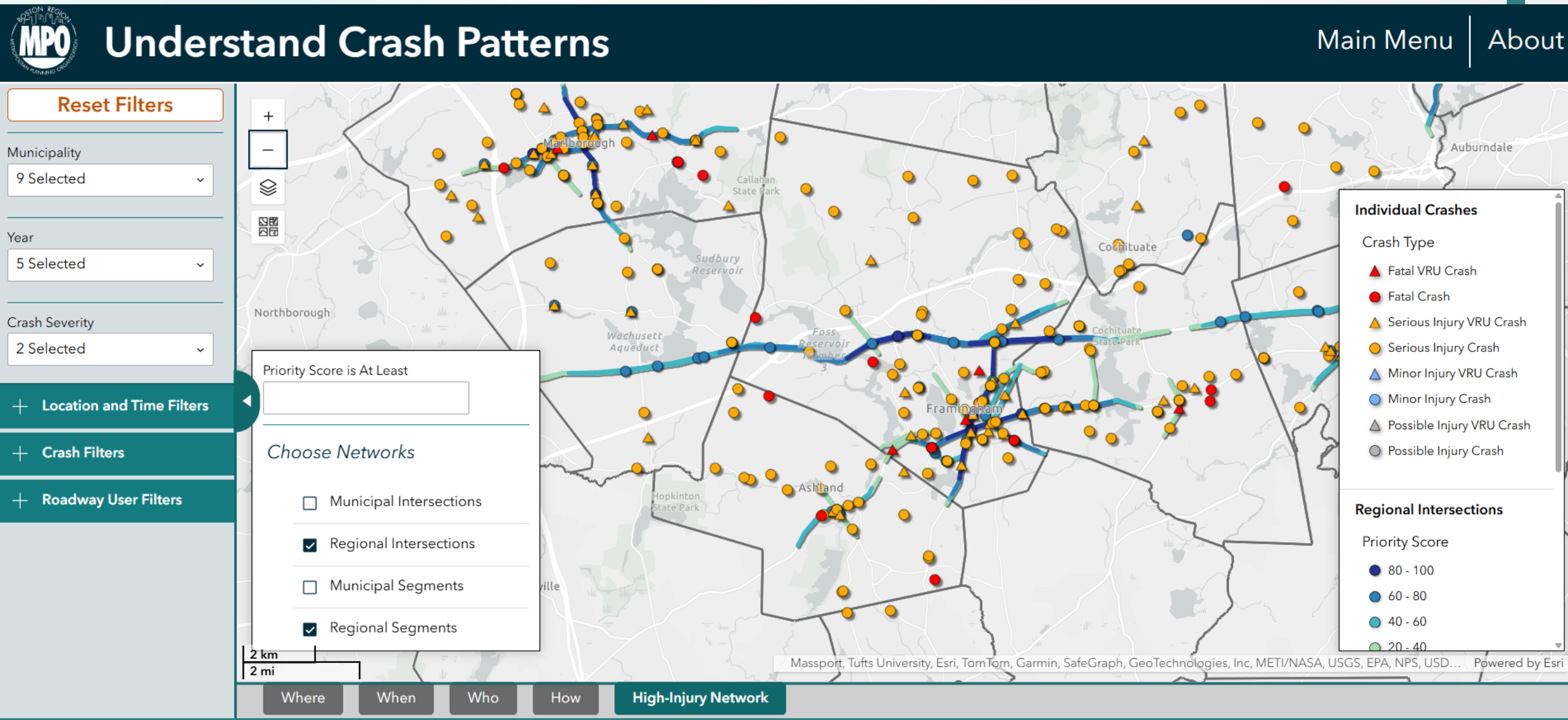
- Primary audience is municipal staff and leadership
- Purpose and Goals
  - » Easily understand crash and risk data at the local level
  - » Connect safety challenges to Vison Zero actions and best practices
  - » Facilitate communication with stakeholders
  - » Guide project selection

Vision Zero Data Dashboard

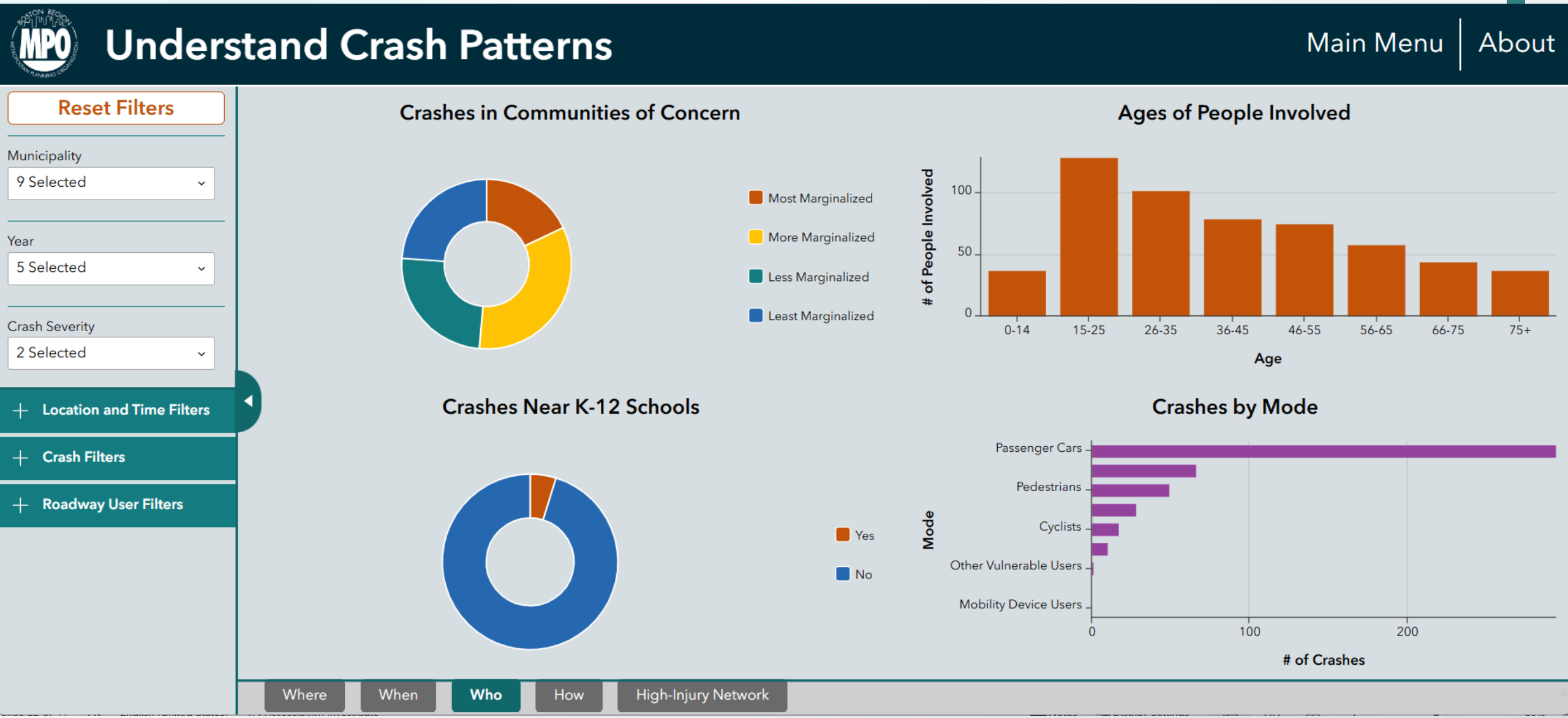
Understand Crash Patterns	Review crash data, the high-injury network (at both the municipal and regional levels), and high-crash intersections to understand where crashes are happening, who's involved, and what's causing them.
Identify Dangerous Locations	Review data on the risk of crashes and understand the locations that have a high risk of crashes due to the design of the roadway, high vehicle speeds, a mix of vulnerable road users and heavy vehicle traffic, or other factors.
Improve Road Safety	Find best practices and resources to address specific crash types and risks in your community.
Hear from the Community	We want to hear from you! Add a pin for places that feel unsafe as you travel around the region and see the locations your neighbors have already identified.
About	Navigate here to view information concerning how to use the dashboard, what the various tabs mean, common definitions and abbreviations, and other disclaimers.

For more information, contact the Boston Region MPO at visionzero@ctps.org or visit the Vision Zero website.

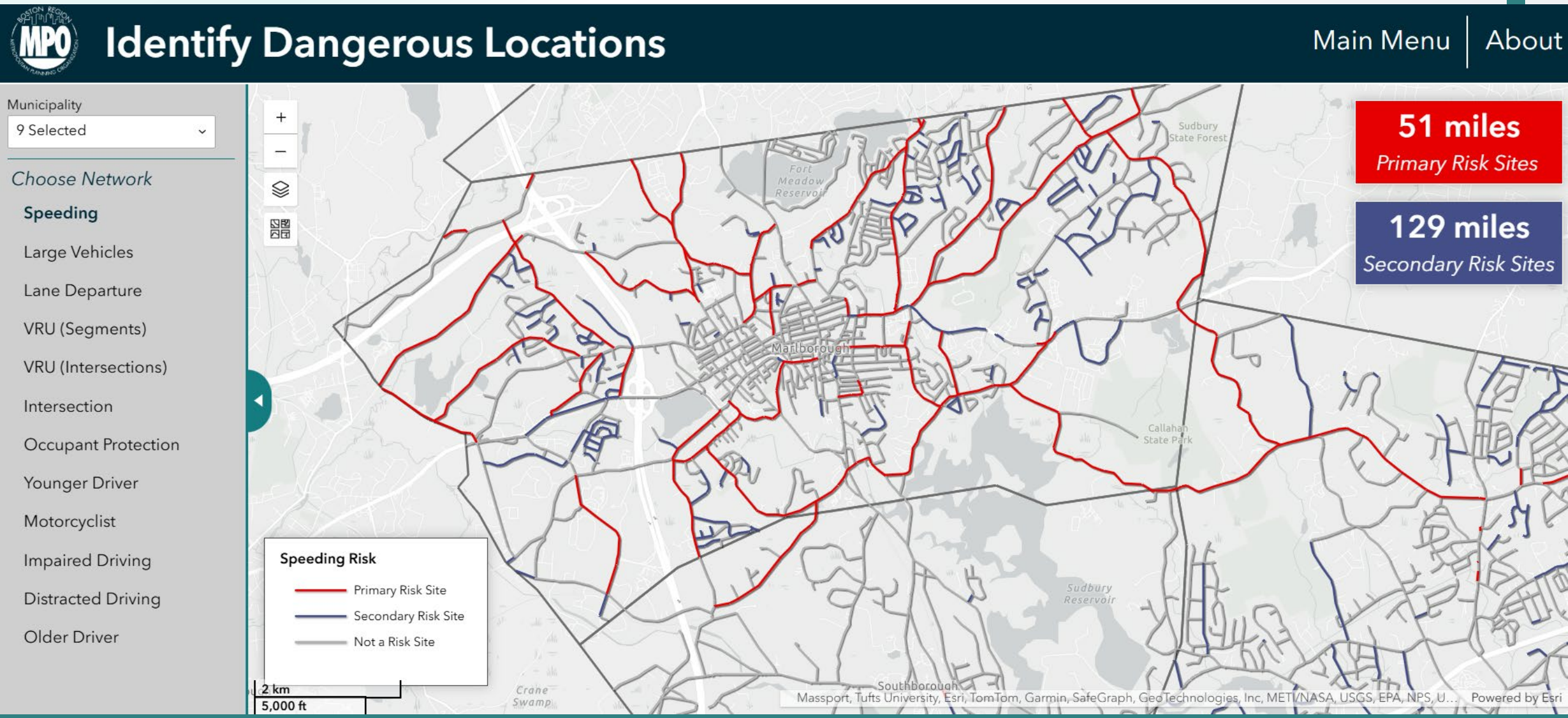
Where are serious crashes happening?



Who's being impacted?



Where are the highest **risk** locations?



Where do residents feel unsafe?

Hear from the Community

Main Menu | About

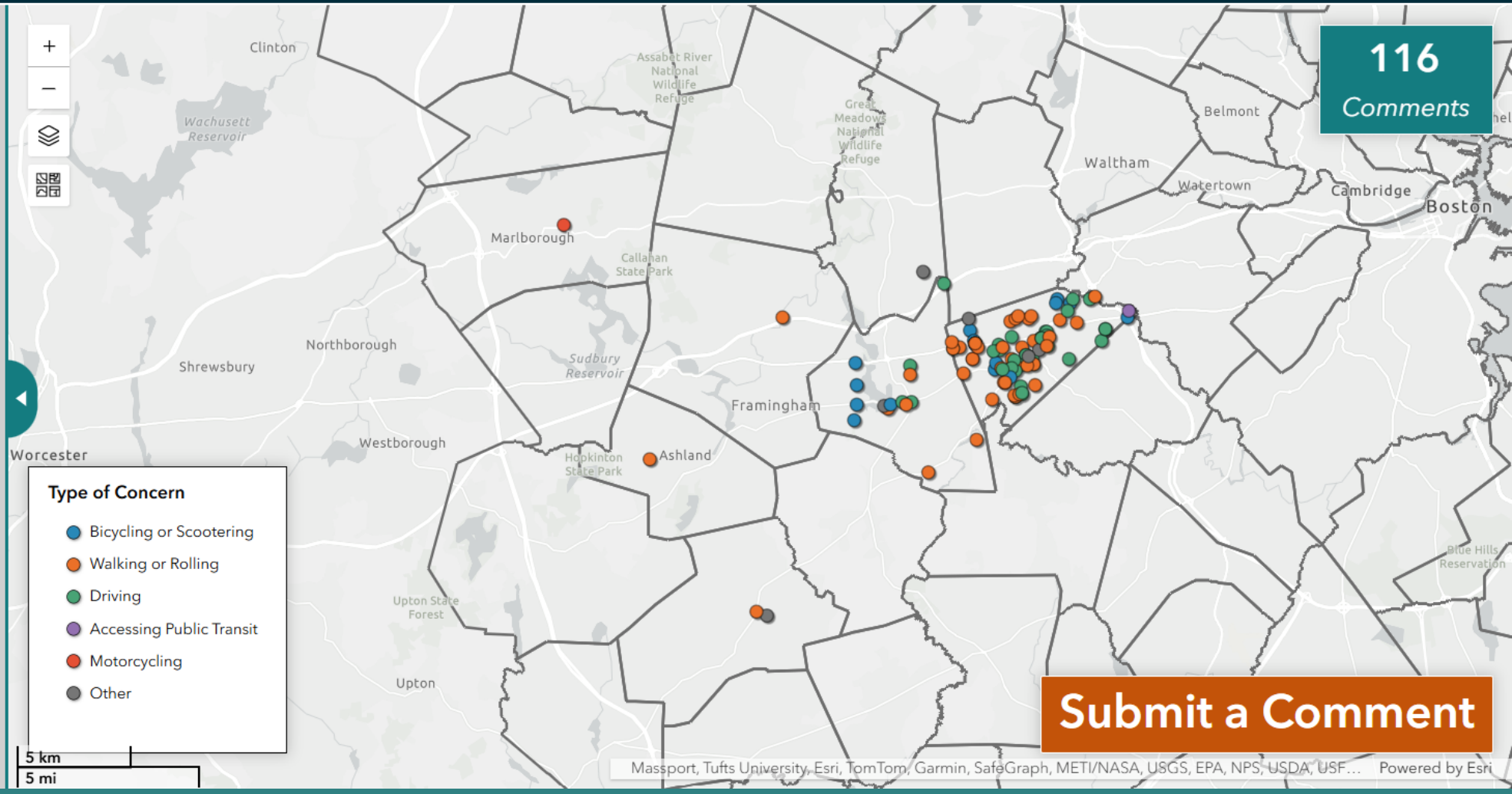
Municipality
9 Selected

Mode
0 Selected

Submittal Date is Between

and

Safety Concern	#	%
Aggressive, Reckless, or Distracted Driving	48	41.4%
Bike Lanes Don't Exist or Need Improvement	31	26.7%
Difficult to Cross Street	31	26.7%
Drivers Passing Too Close to Walkers/Cyclists	39	33.6%
Low Visibility or Lack of Good Lighting	23	19.8%
Pavement Conditions	3	2.6%
Poor Drainage -		



Subregional engagement

- Main safety concerns and challenges
  - **Speeding**
  - **Distracted/aggressive driving** including passing too close to pedestrians and cyclists
  - **Road design feels unsafe** including poor/missing sidewalks and bike lanes, poor/missing crosswalks, lack of lighting, signs, signals
  - **Drivers passing too close** to pedestrians and cyclists

What can we do about it?

Resources for Proven Safety Countermeasures and Best Practices

Resources from United States Department of Transportation & Federal Highway Administration

- FHWA STEP – provides resources and countermeasures to improve pedestrian crossing locations and reduce crashes.
- FHWA Handbook for Designing Roadways for the Aging Population – provides highway designers, engineers, and highway safety specialists with information that links aging road user performance to highway design, operational, and traffic engineering.
- FHWA Pedestrian Lighting Primer – resource for transportation practitioners considering how to provide appropriate lighting conditions to improve the safety of pedestrians.
- FHWA Intersection Control Evaluation – includes a data-driven framework for screening intersection alternatives to help inform implementation of safer and more cost-effective solutions.
- FHWA Traffic Calming ePrimer – online resource providing information on the purpose of traffic calming, specific traffic calming treatments, and evaluation of traffic calming measures on multiple populations and vehicle fleets.
- FHWA Work Zone Management Program – includes guidelines, strategies, and resources for effective management of work zones and safe travel through those areas.
- FHWA Small Town and Rural Multimodal Networks – provides resources for small towns and rural communities to support safe, accessible, comfortable, and active travel for people of all ages and abilities.
- FHWA Separated Bike Lane Planning and Design Guide – provides guidance on best practices, design and implementation, and performance evaluation of separated bike lanes.
- FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts – resources for transportation practitioners seeking to build multimodal transportation networks.
- NHTSA Countermeasures That Work – guides for state highway safety offices trying to change human behavior through topic-specific (such as, impaired driving and distracted driving) behavioral strategies and countermeasures.

Resources from MassDOT and MBTA

- MassDOT Safe Speeds Roadway Treatment Technical Toolkit – includes physical and engineering-related measures to help municipalities address speed-related concerns.
- MassDOT Speed Management Guidance – resources to implement speed management in municipalities.
- MassDOT Safe Routes To School – includes guidelines, strategies, and resources to increase safe walking, biking, and rolling among elementary, middle, and high school students.
- MassDOT Separated Bike Lane Planning and Design Guide – provides resources for considering, evaluating, and designing separated bike lanes as part of a Complete Street approach.

Actions and Strategies

Approach to Developing Vision Zero Actions

- What are the next steps that the MPO needs to take to move towards implementation?
  - How can the MPO help municipalities move towards implementation?
- What are the priority actions that we want to encourage municipalities to do over the next ~5 years to work towards Vision Zero?

Summary of actions

- 74 total actions
  - 44 led by Boston MPO
  - 30 led by Municipalities
- 6 emphasis areas
  - Intersections
  - Lane departure
  - Older adults
  - Safer vehicles
  - Speeding
  - Vulnerable road users
- 3 action categories
  - process
  - policy
  - infrastructure
- 3 timeframes
  - short-term (1 - 3 years)
  - medium-term (4 - 5 years)
  - long-term (5+ years)

Speeding Actions

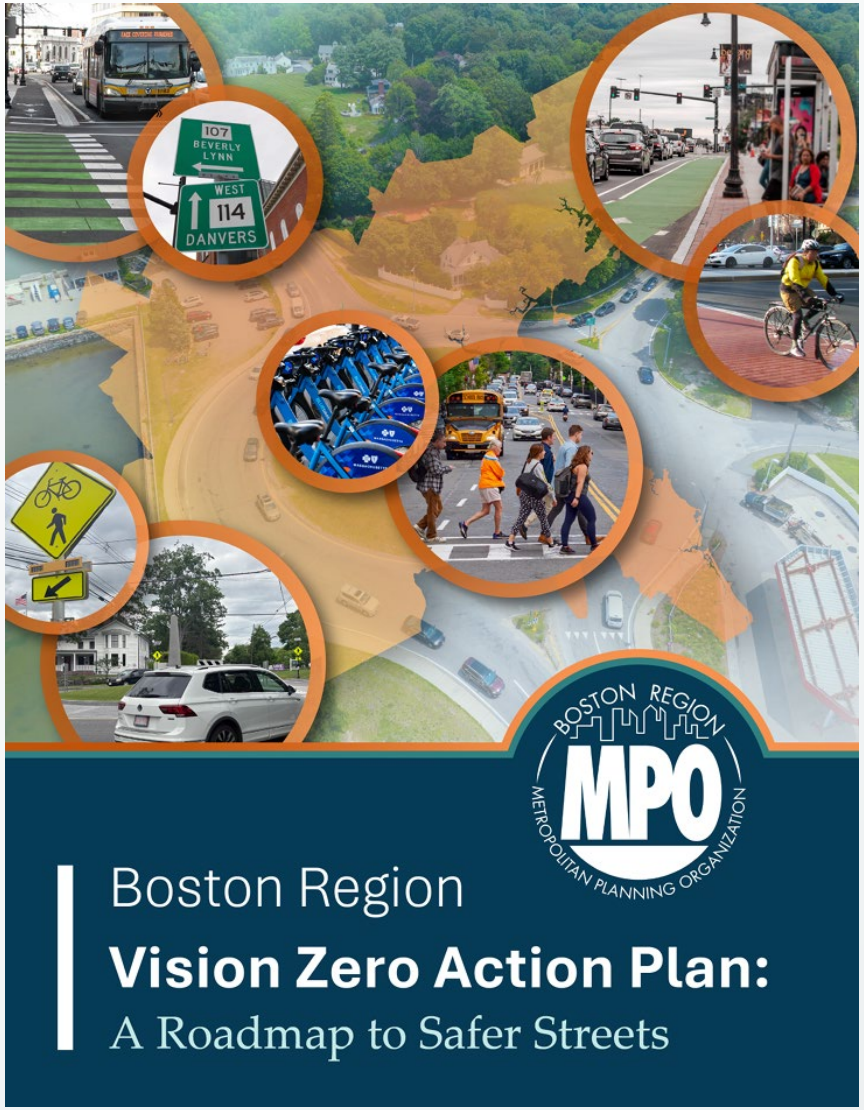
Action	Lead agency	Timeframe	Type
Adopt a 25-mph speed limit in municipality-owned high-density and business districts, as authorized by Chapter 90, Section 17C of the MGL	Municipalities	Short-term	Policy
Establish safety zones and school zones along municipal-owned roadway corridors to lower speed limits to 20 mph	Municipalities	Short-term	Policy
Help spread awareness of and implement MassDOT's speed management guidance to collect data, establish target speeds, and design roadways for speed control.	Boston Region MPO	Short-term	Process
Prioritize traffic calming street design changes on local and collector streets in areas at high-risk for speeding-related crashes, such as residential neighborhoods, school zones, and commercial districts.	Municipalities	Medium-term	Infrastructure

Distracted and Aggressive Driving Actions

Action	Lead agency	Timeframe	Type
Install pavement markings and physical delineation near crosswalks and intersections to improve sightlines for people driving and walking or rolling (daylighting intersections)	Municipalities	Medium-term	Infrastructure
Adopt a ‘safe fleet’ policy that outlines municipal fleet owners’ commitment to safer vehicles with higher direct division.	Municipalities	Medium-term	Policy
Plan and host peer exchanges to share best practices and problem solving with municipal planners, Depts of Public Works, law enforcement, elected officials, school leaders, and first responders.	Boston Region MPO	Ongoing	Process

Regional Resources

- **Website:** bostonmpovisionzero.org
- **Action Plan:** guidance for municipalities on steps to take to make progress on street safety.
- **Dashboard:** crash data and high crash / high risk corridors and intersections.
- **Grant funding:** The region has been awarded $15M to work with cities and towns to implement and test safety interventions.

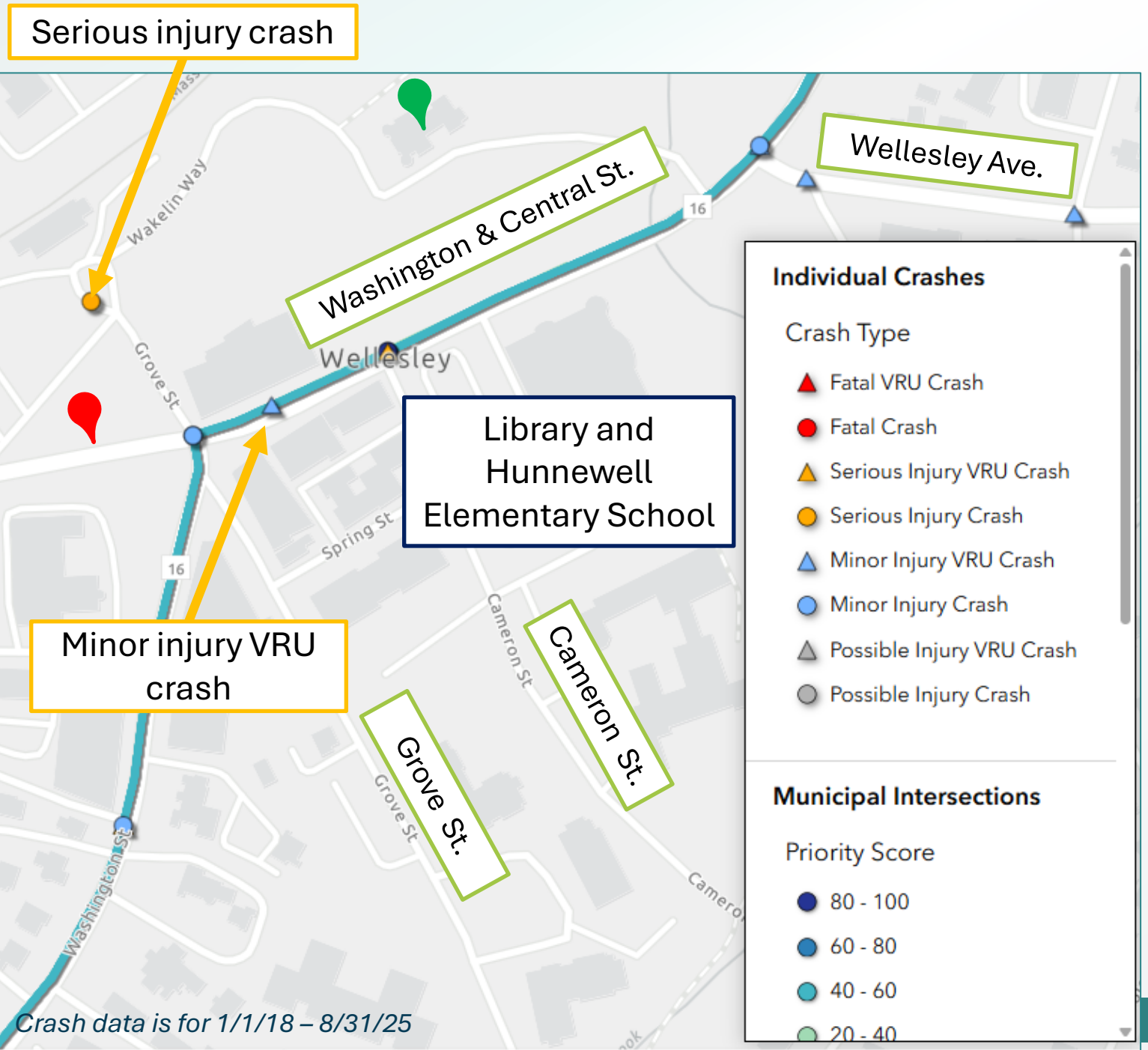


Walk Audit ‘Lite’

Walk Audit "Lite"

- **Goals**
  - Example audit
    - What is a walk audit?
    - How do you lead one?
  - Make connections between regional planning and what's going on on the ground in your communities
  - Think about how walk audits can be used as engagement around safety issues and education about solutions and interventions

Walk Audit "Lite"



Crash data is for 1/1/18 – 8/31/25

Crash data shows

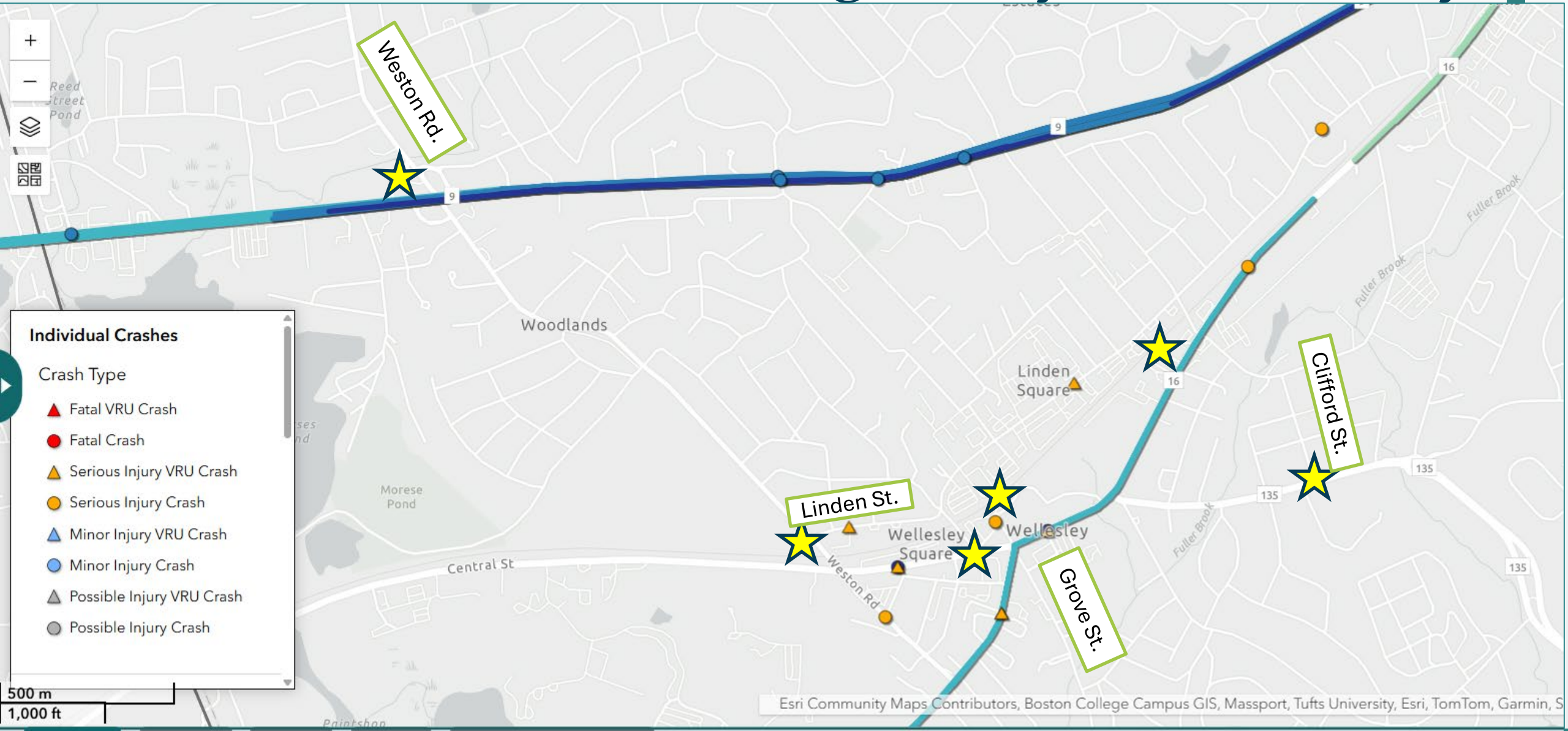
- Municipal and regional high crash corridors
- Washington and Cameron is a regional high crash intersection

Serious injury	**2 crashes** (1 with a pedestrian at Washington and Cameron)
Minor injury	**5 crashes** (2 with pedestrians and 1 with a cyclist)

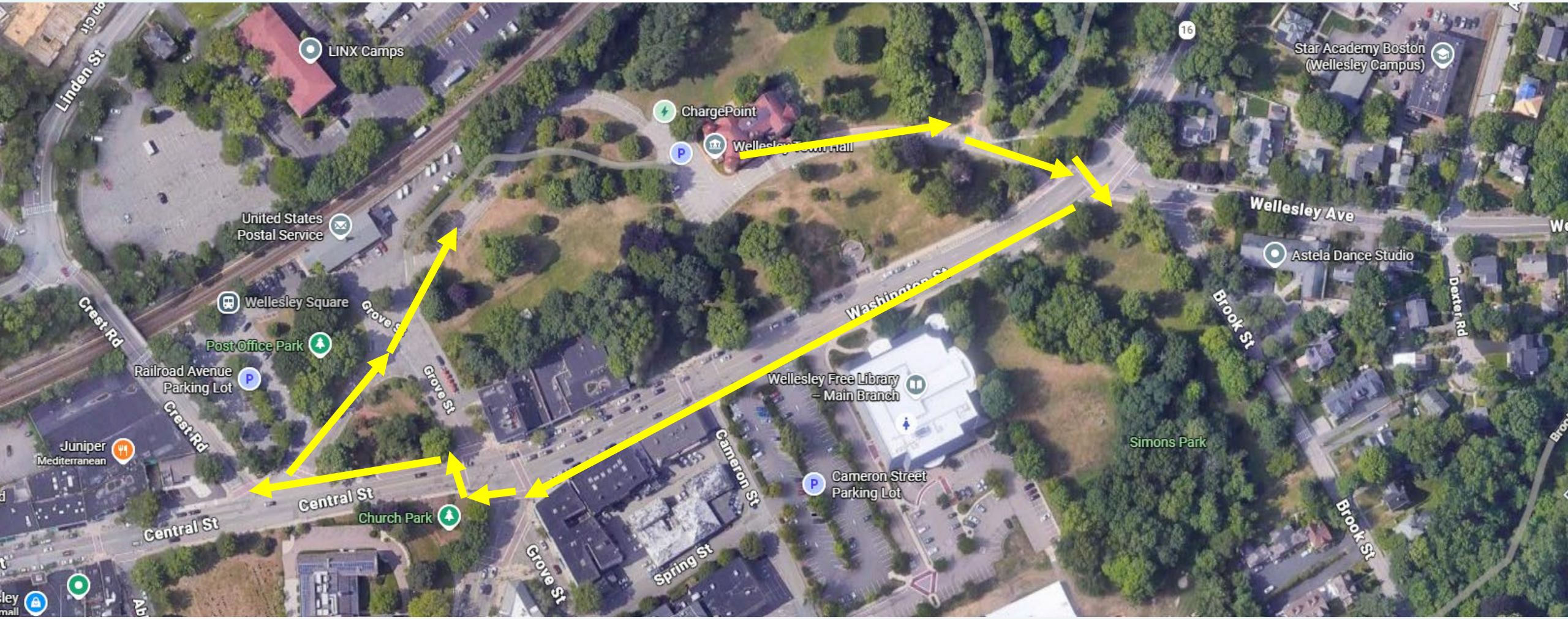
Injury crashes involve

- Distracted and impaired driving
- Older drivers

Addressing safety in Wellesley



Walk Audit "Lite"



Questions & Discussion

Thank you!

Ali Kleyman

Principal Planner

Vision Zero Project Manager

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Boston Region

Vision Zero Action Plan:

Safety Audit Prompt Sheet

March 2026

Issues & Considerations	Comments
<u>Intersection</u> Design Considerations	
Multimodal Interactions: Are different travel modes (people walking, rolling, bicycling, driving) mixing in risky ways? • Does the design of the intersection ensure users are mutually aware of one another, visible, and predictable in their actions? • Today, how many people, relative to each other, travel through the intersection using different modes? In the future? • If bike lanes are present, are they carried through the intersection?	
Traffic Control Devices: Is the intersection control (signal or stop sign(s)) working at each intersection? • Are vehicles speeding or stopping suddenly? • Are conflict points adequately managed? • Are there any unsignalized intersections that would benefit from a signal/roundabout? • **Sight distance/visibility**: Do drivers have sufficient clear visibility to safely stop and make other maneuvers?	
Traffic Signals: If a traffic signal is present, is it operating correctly? • Are all traffic signal heads visible? Do they have retroreflective backplates? • Is there appropriate timing for vehicles, pedestrians, and other roadway users? (e.g., enough yellow time for drivers to slow, or enough countdown time for pedestrians to cross)	
Pedestrian Crosswalks: Are there appropriate pedestrian crossing locations? • Are crosswalks present at all legs of the intersection? Are crosswalks missing? • Are crosswalks long? Could they be shortened with bumpouts or refuge islands? • Are crosswalk pavement markings visible?	

• Are pedestrian push-buttons conveniently located? • Are pedestrian countdown signals visible? Do they allow enough time to cross? • **ADA accessibility:** Are there adequate curb ramps? Do pedestrian countdown signals provide audible queues?	
Pavement Markings and Signage: Are the pavement markings and signs contributing as intended to a safe roadway environment? • Are there too many signs? Too few? • Are all signs visible, conspicuous, and clear? • Are pavement markings consistent and clear?	
Access Control/Driveways: Are there many driveways near the intersection? • How many curb cuts are there near an intersection? Could there be potential consolidation? • Are there popular cut-through movements to avoid passing through an intersection?	
Lighting: Is there adequate lighting for all roadway users? • Are vehicle drivers able to see the roadway and any intersections at night? • Are pedestrians visible to drivers at night? Is there pedestrian scale lighting?	

Boston Region
Vision Zero Action Plan:
Safety Audit Prompt Sheet

March 2026

Issues & Considerations	Comments
Additional Observations	
Near Misses: Did you observe any "near misses?" • What made a scenario seem like a near miss? Vehicle abruptly stopping? Someone walking, rolling, or bicycling quickly moving out of the way? Two vehicles passing the same point in quick succession? • Where did this occur? Note specific legs and directions of an intersection or segment. • Describe the movements of each vehicle or participant.	
Transit Access and Bus Stops: Are pedestrian conditions adequate near transit? • Is there sidewalks at bus stops? Does the sidewalk width and/or planted buffer provide adequate separation from vehicle traffic? • Are there clear pedestrian paths to access bus stops from nearby locations? • **ADA accessibility:** Is there space for a bus to deploy a ramp to allow a wheelchair/mobility device to board the bus?	
Large Vehicles: Where are large vehicles such as trucks (any size) or buses observed? • Are there specific destinations nearby that larger vehicles need to access? • **Visibility**: Is there adequate visibility for drivers of larger vehicles? Can people walking or travelling in smaller vehicles be seen by drivers of larger vehicles?	