

Boston Region Vision Zero Action Plan

A roadmap to safer streets



presented to
MWRC Subregional Group

presented by
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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

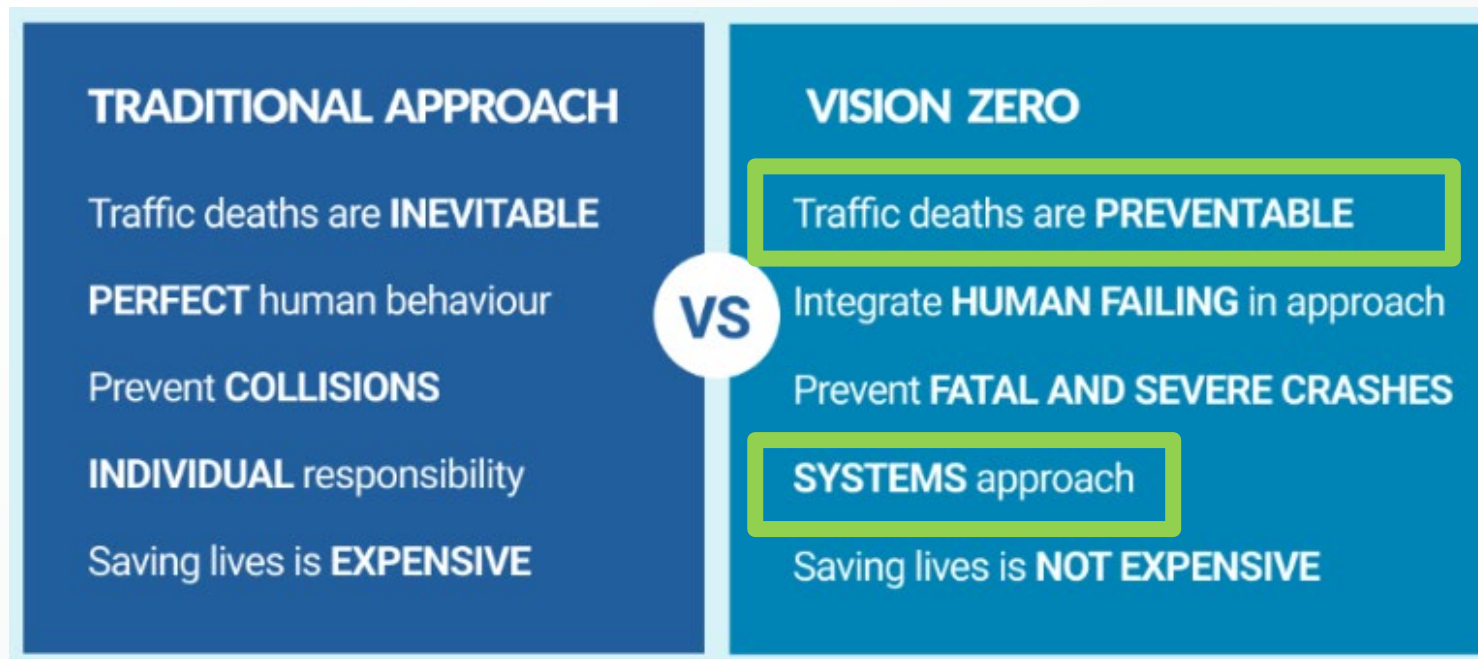
<https://visionzeronetwork.org/what-were-getting-wrong-about-vision-zero-lessons-for-2024/>

<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.



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

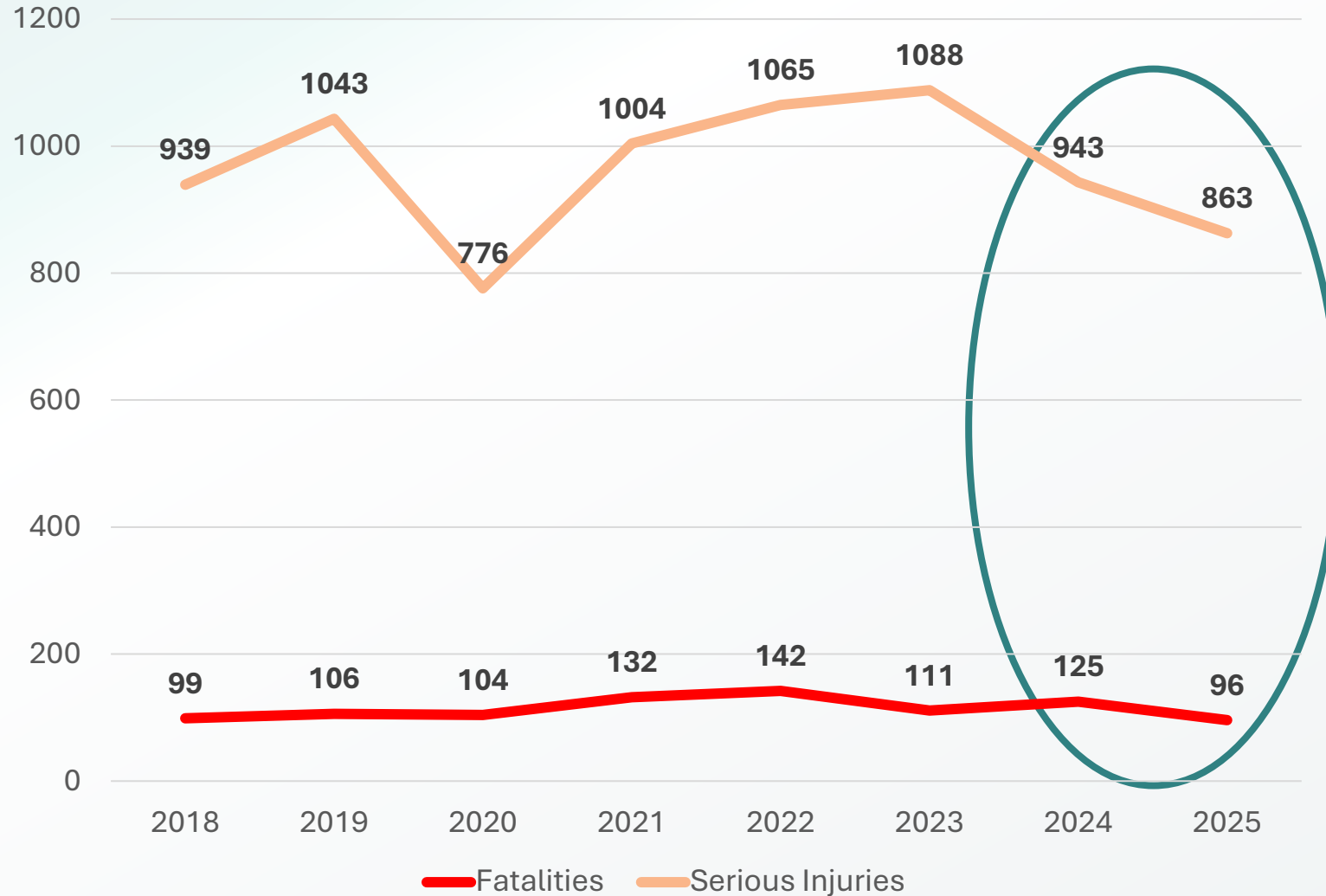
- Pilot/demonstration project implementation (FY24 and FY25 SS4A grants)
- Regional partnership expansion
- Continued network analysis
- Vision Zero implementation Task Force



Opportunities for involvement

The transportation safety challenge

Regional Safety Performance



↓ - 8.5%

Serious Injuries from 2024

↓ - 23%

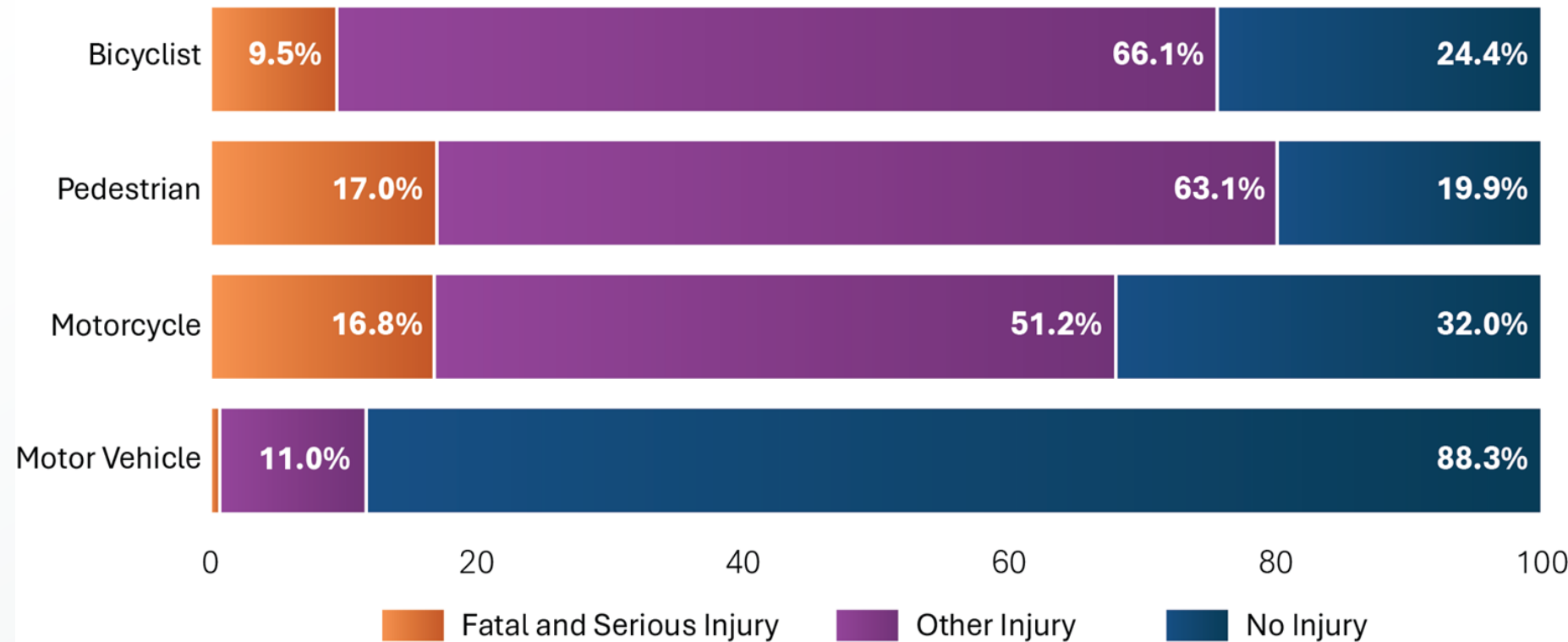
Fatalities from 2024

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

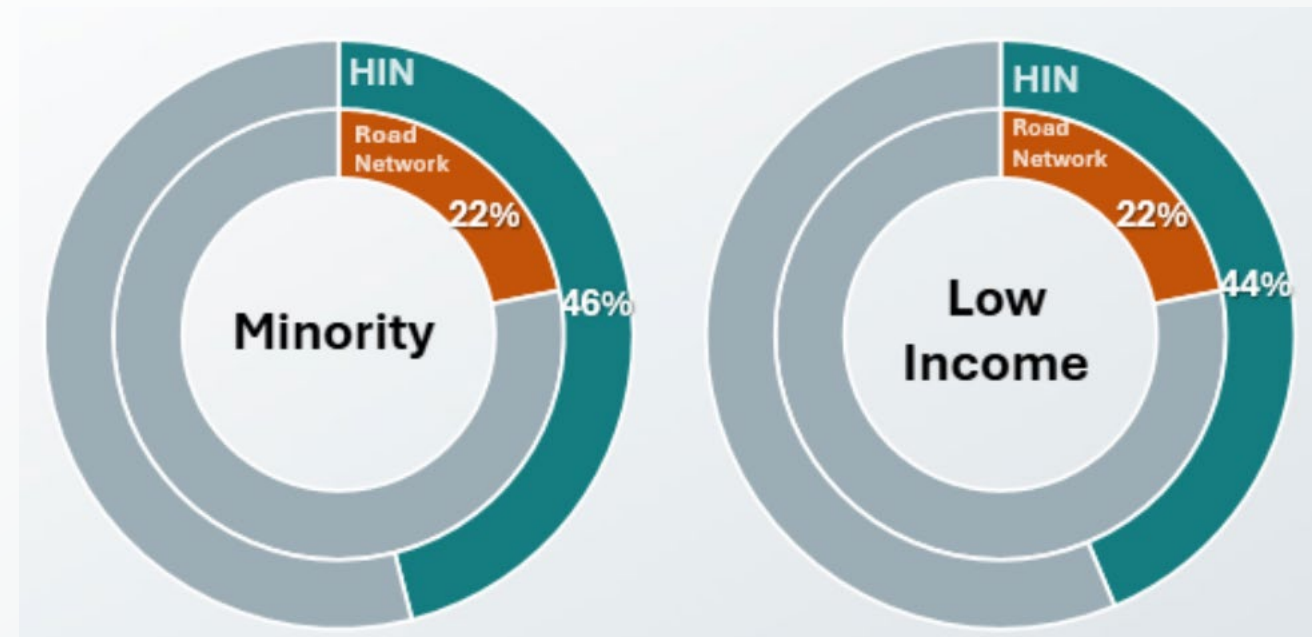
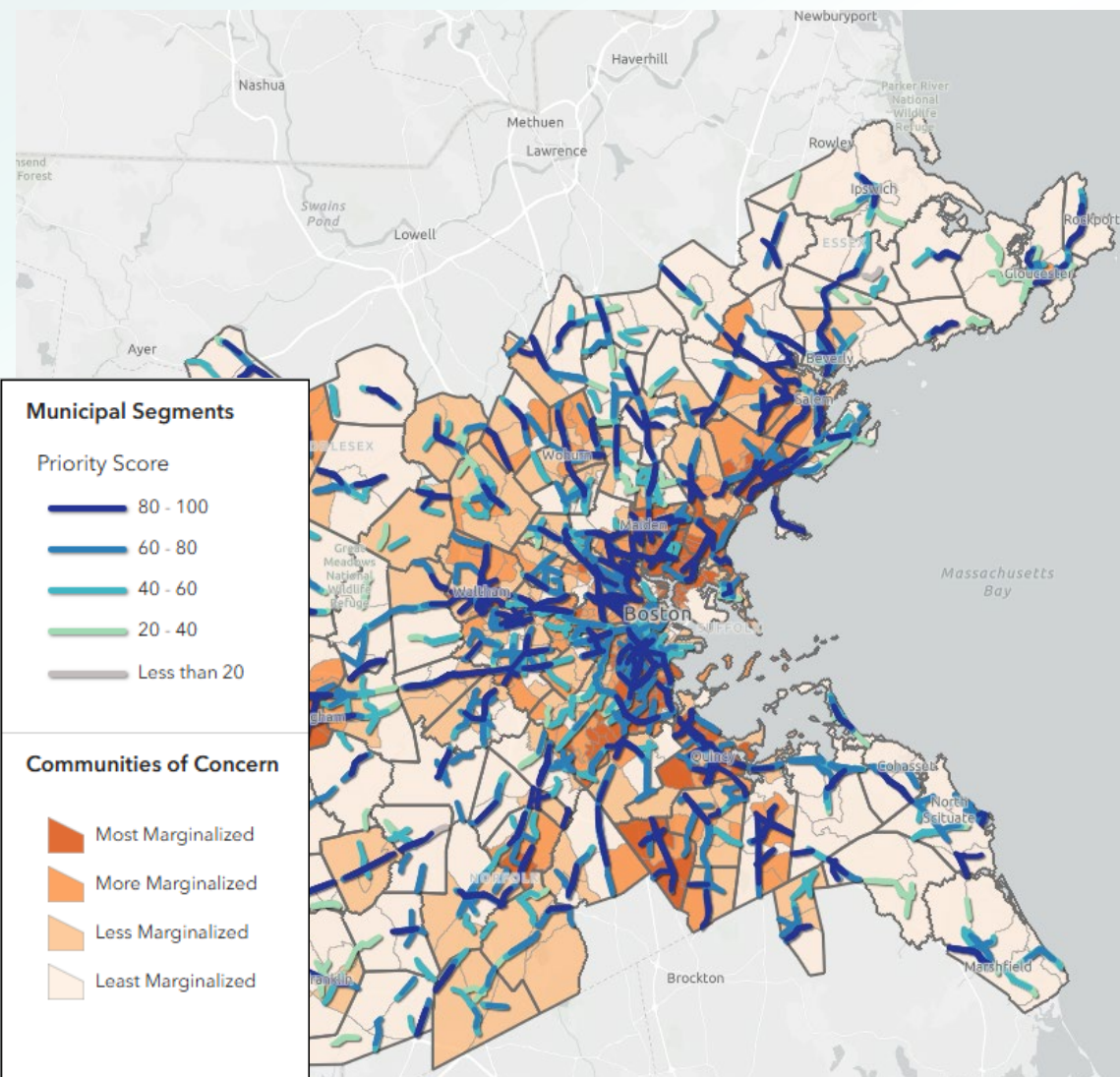
People who walk, bike, and roll are more likely to be seriously hurt or killed.

People walking, rolling and biking represent

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

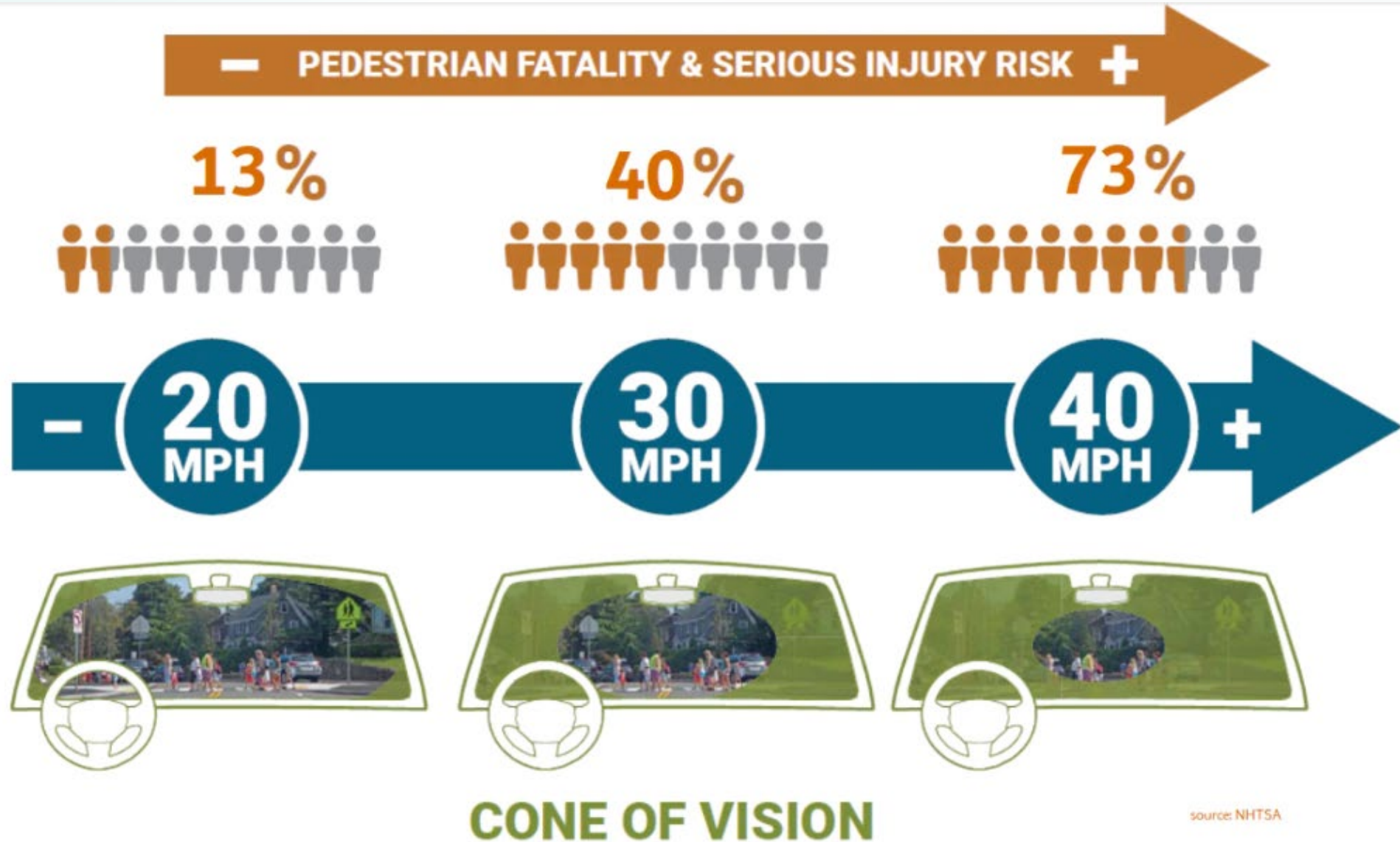


Minority and low-income residents live near more unsafe roads



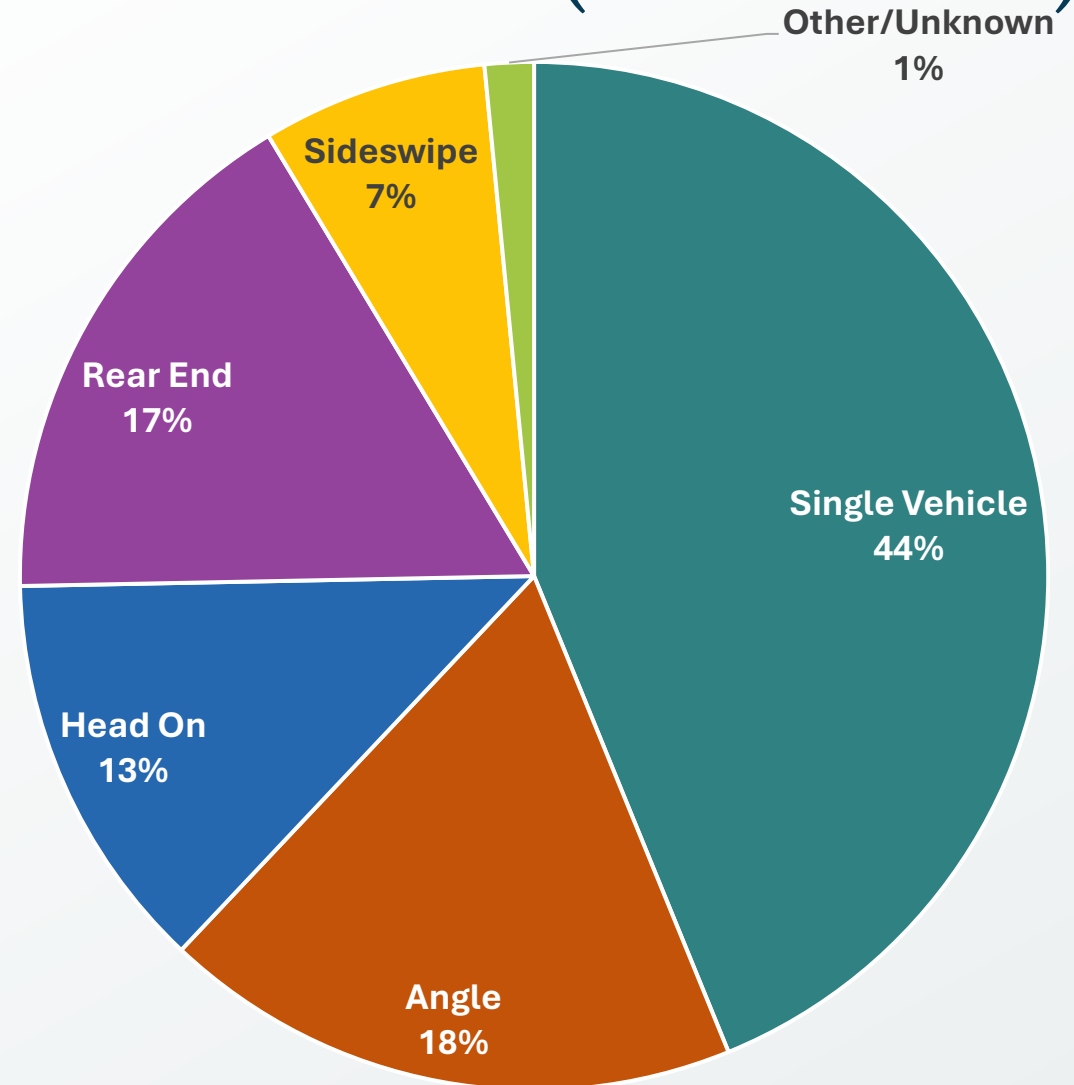
HIN = high-injury network. We found that 58% of injury crashes take place on just 7% of roadway miles

The importance of slowing drivers

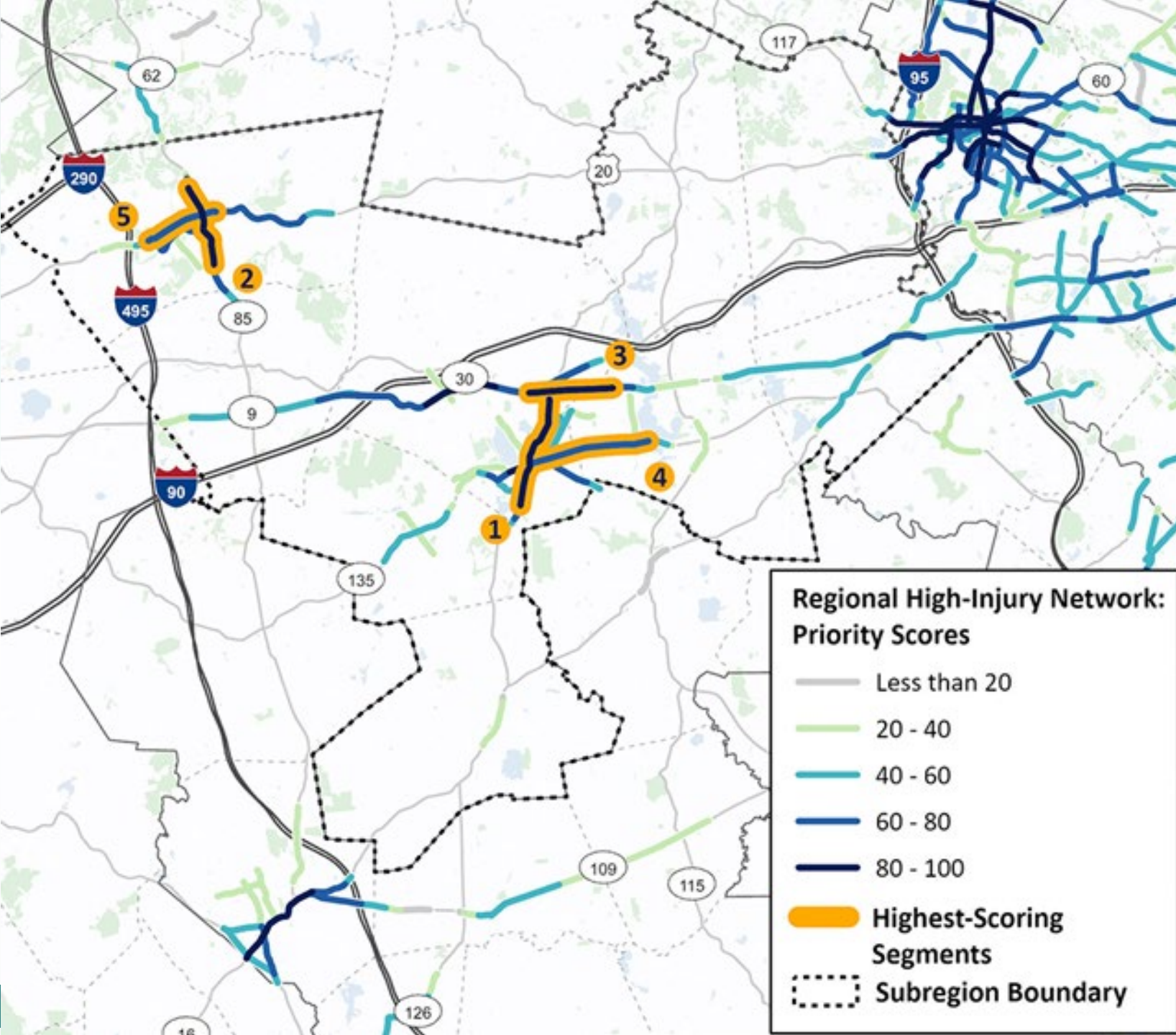


Over 40% of fatal and serious crashes in MWRC involve one vehicle (2018-2025)

- 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 Vision Zero actions and best practices
 - » Facilitate communication with stakeholders
 - » Guide project selection

Vision Zero Data Dashboard



Vision Zero 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.

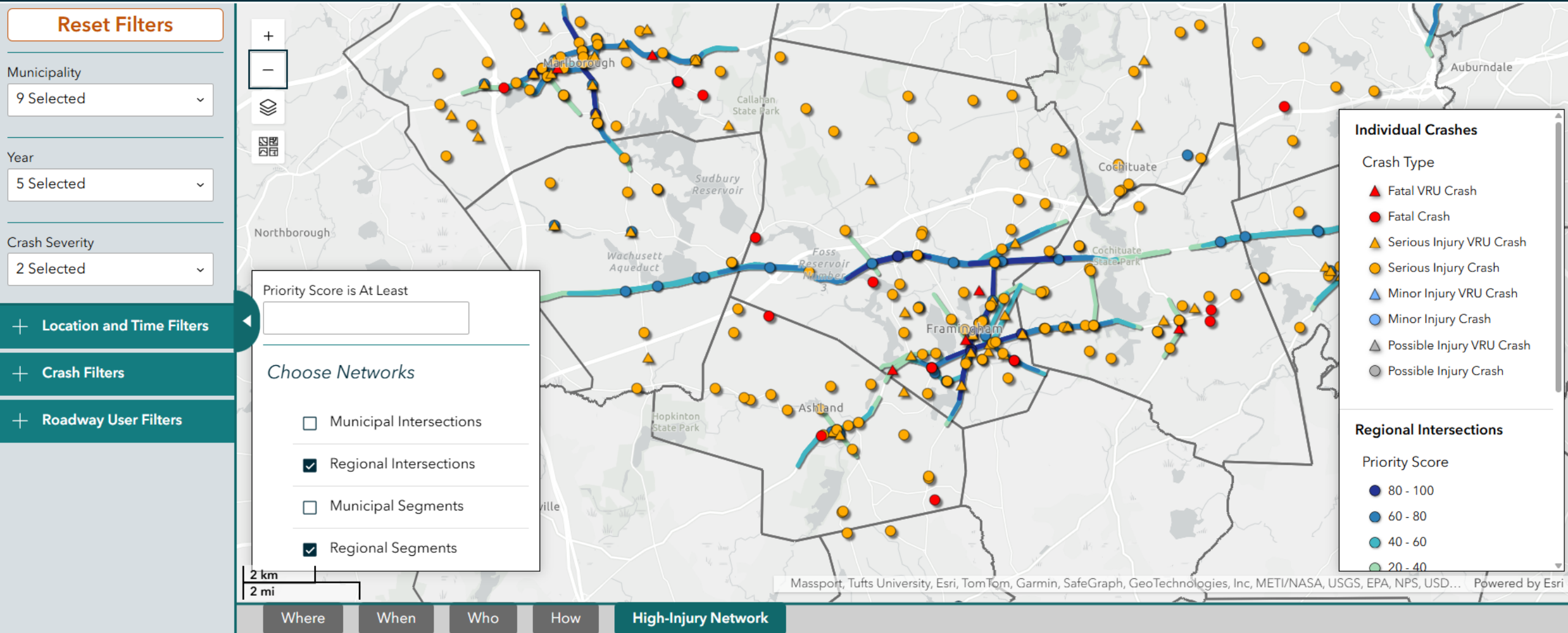
For more information, contact the Boston Region MPO at visionzero@ctps.org or visit the [Vision Zero](#) website.

Where are serious crashes happening?



Understand Crash Patterns

[Main Menu](#) | [About](#)



Who's being impacted?



Understand Crash Patterns

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[Reset Filters](#)

Municipality

9 Selected

Year

5 Selected

Crash Severity

2 Selected

+ Location and Time Filters

+ Crash Filters

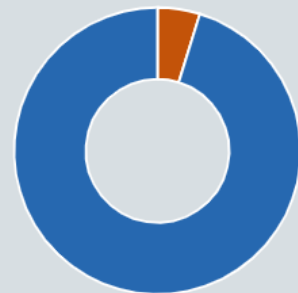
+ Roadway User Filters

Crashes in Communities of Concern



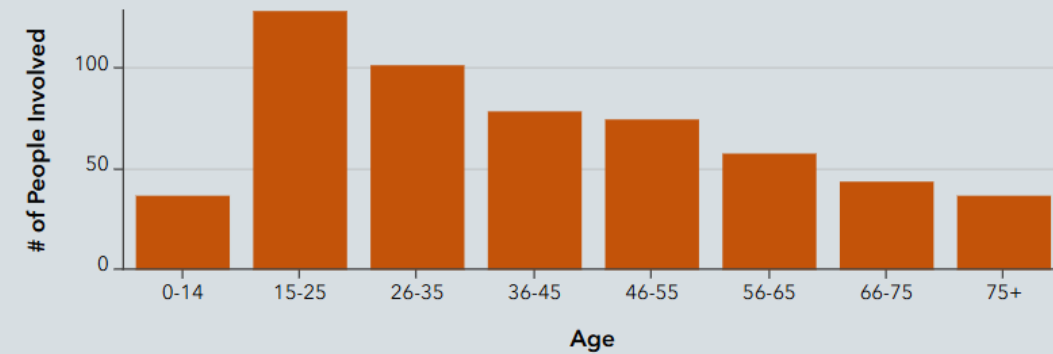
Most Marginalized
More Marginalized
Less Marginalized
Least Marginalized

Crashes Near K-12 Schools

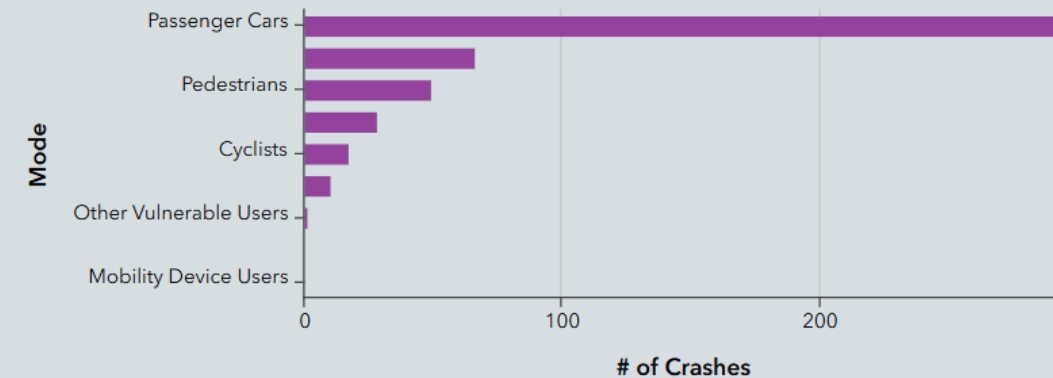


Yes
No

Ages of People Involved



Crashes by Mode



Where

When

Who

How

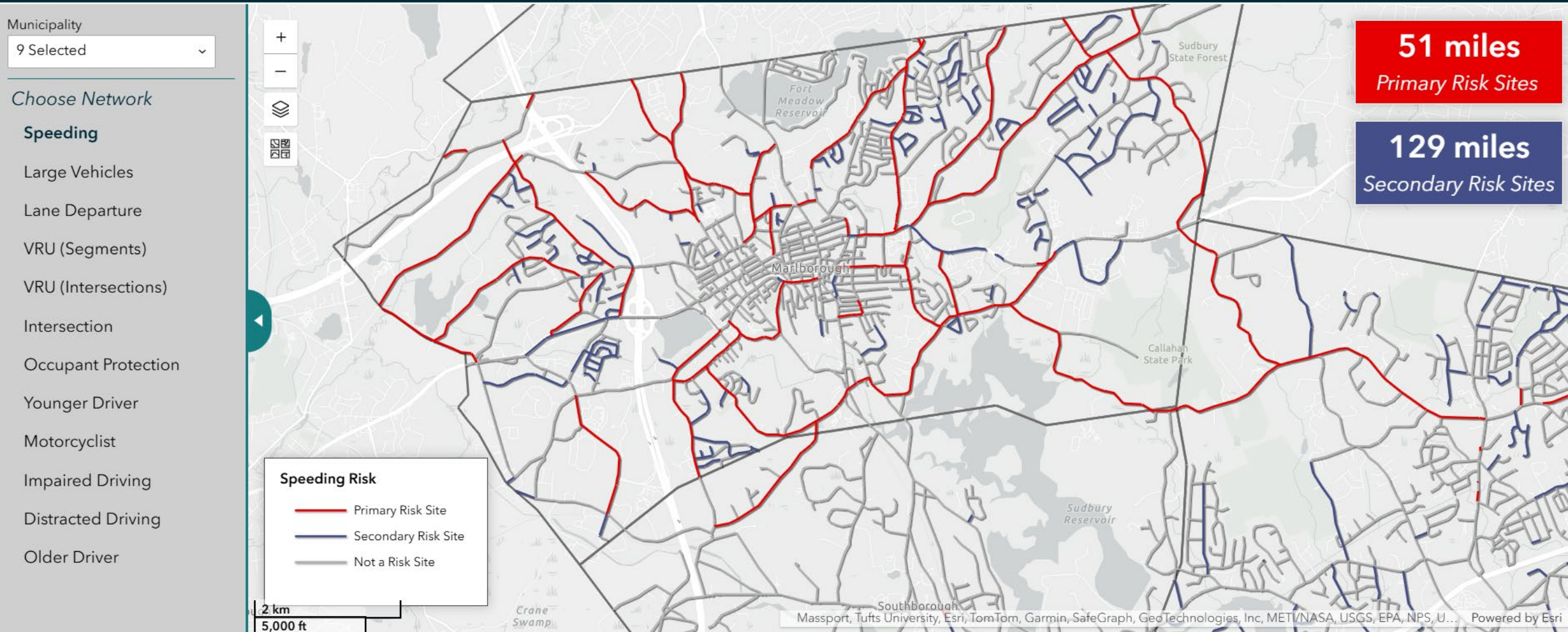
High-Injury Network

Where are the highest risk locations?



Identify Dangerous Locations

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Where do residents feel unsafe?



Hear from the Community

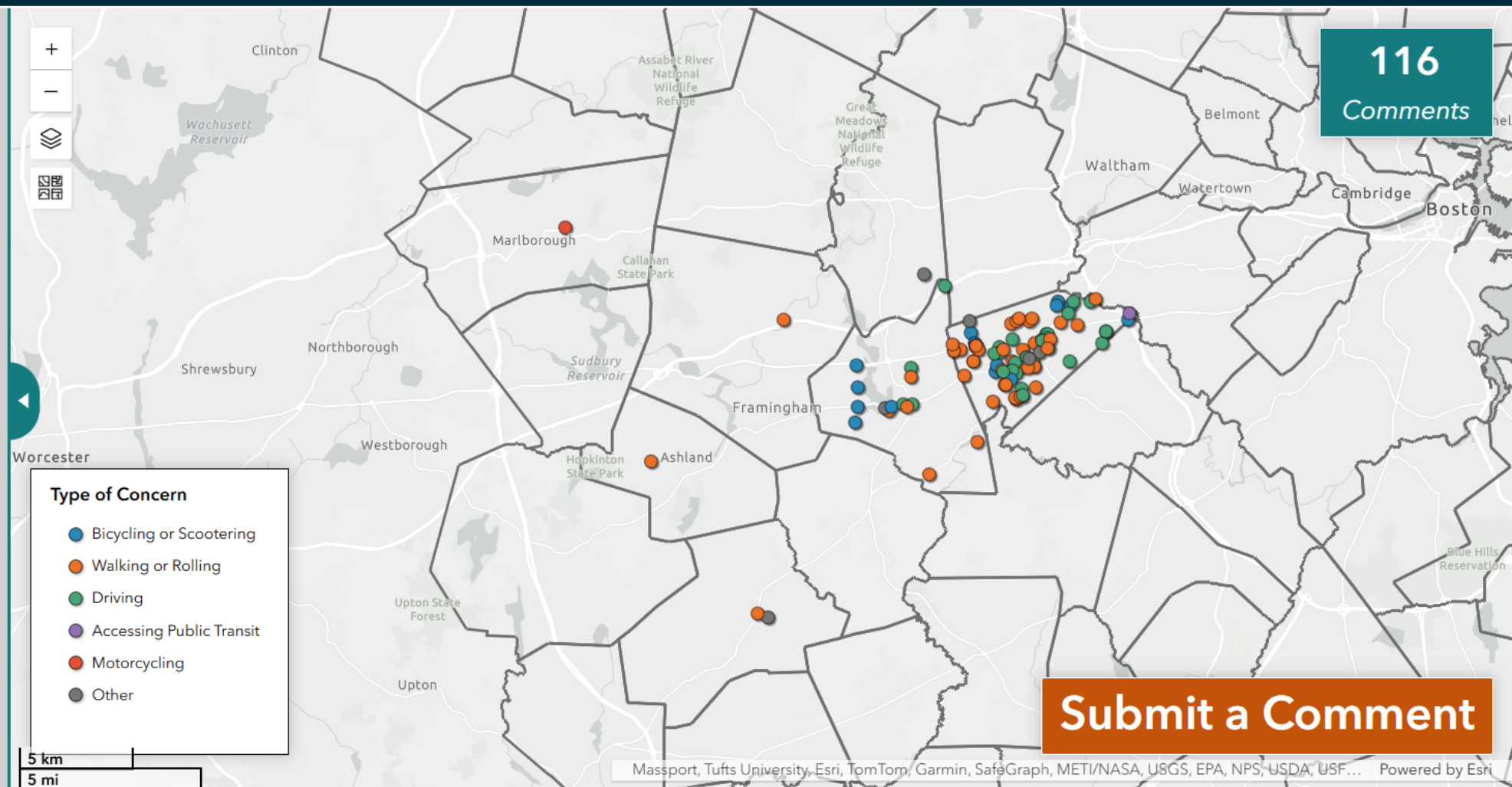
[Main Menu](#) | [About](#)

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?



Improve Road Safety

[Main Menu](#) | [About](#)

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

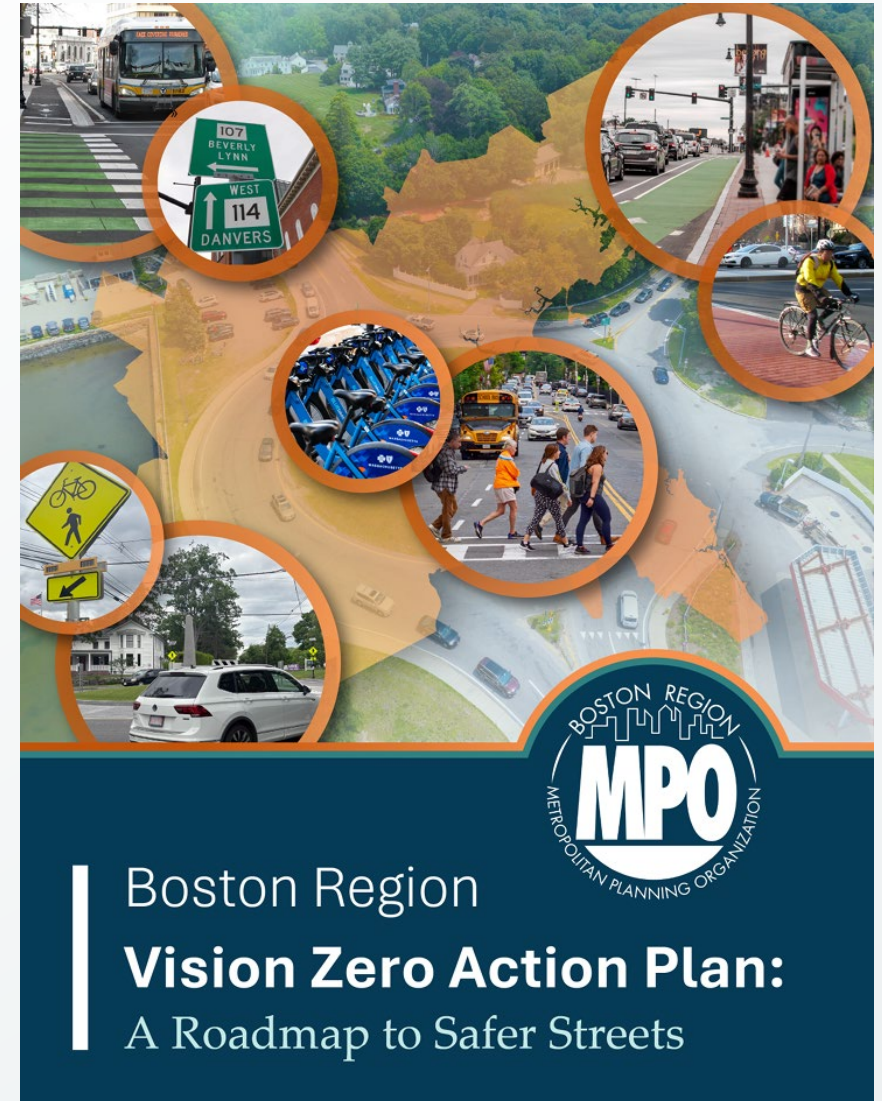
Action	Lead agency	Timeframe	Type
Adopt a 25-mph speed limit in municipality-owned high-density and business districts, as authorized by Chapter 90, Section 17C of the MGL	Municipalities	Short-term	Policy
Establish safety zones and school zones along municipal-owned roadway corridors to lower speed limits 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.



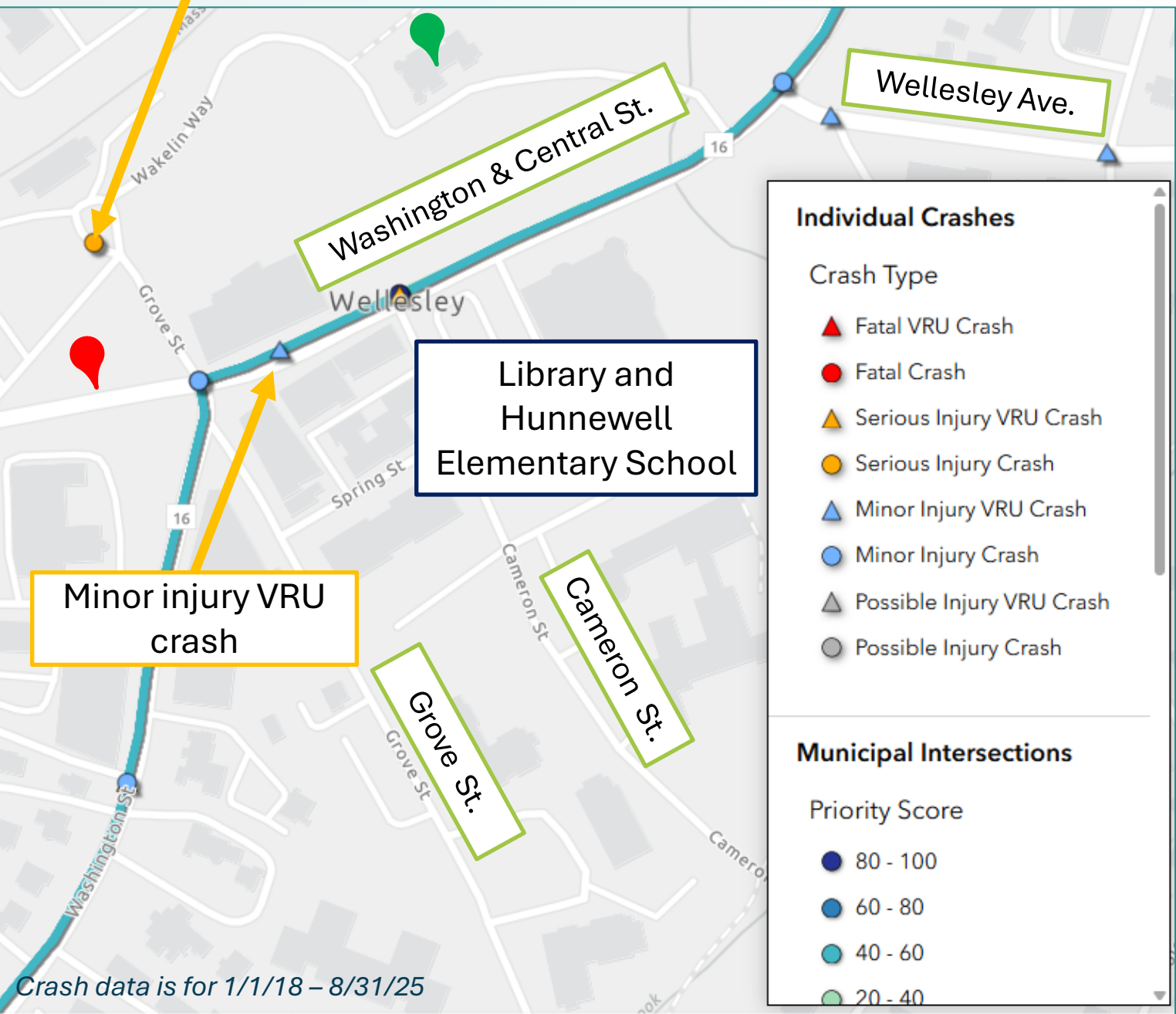
Walk Audit 'Lite'

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

Serious injury crash



Library and
Hunnewell
Elementary School

Minor injury VRU
crash

Individual Crashes

Crash Type

- ▲ Fatal VRU Crash
- Fatal Crash
- ▲ Serious Injury VRU Crash
- Serious Injury Crash
- ▲ Minor Injury VRU Crash
- Minor Injury Crash
- ▲ Possible Injury VRU Crash
- Possible Injury Crash

Municipal Intersections

Priority Score

- 80 - 100
- 60 - 80
- 40 - 60
- 20 - 40

Walk Audit “Lite”

Crash data shows

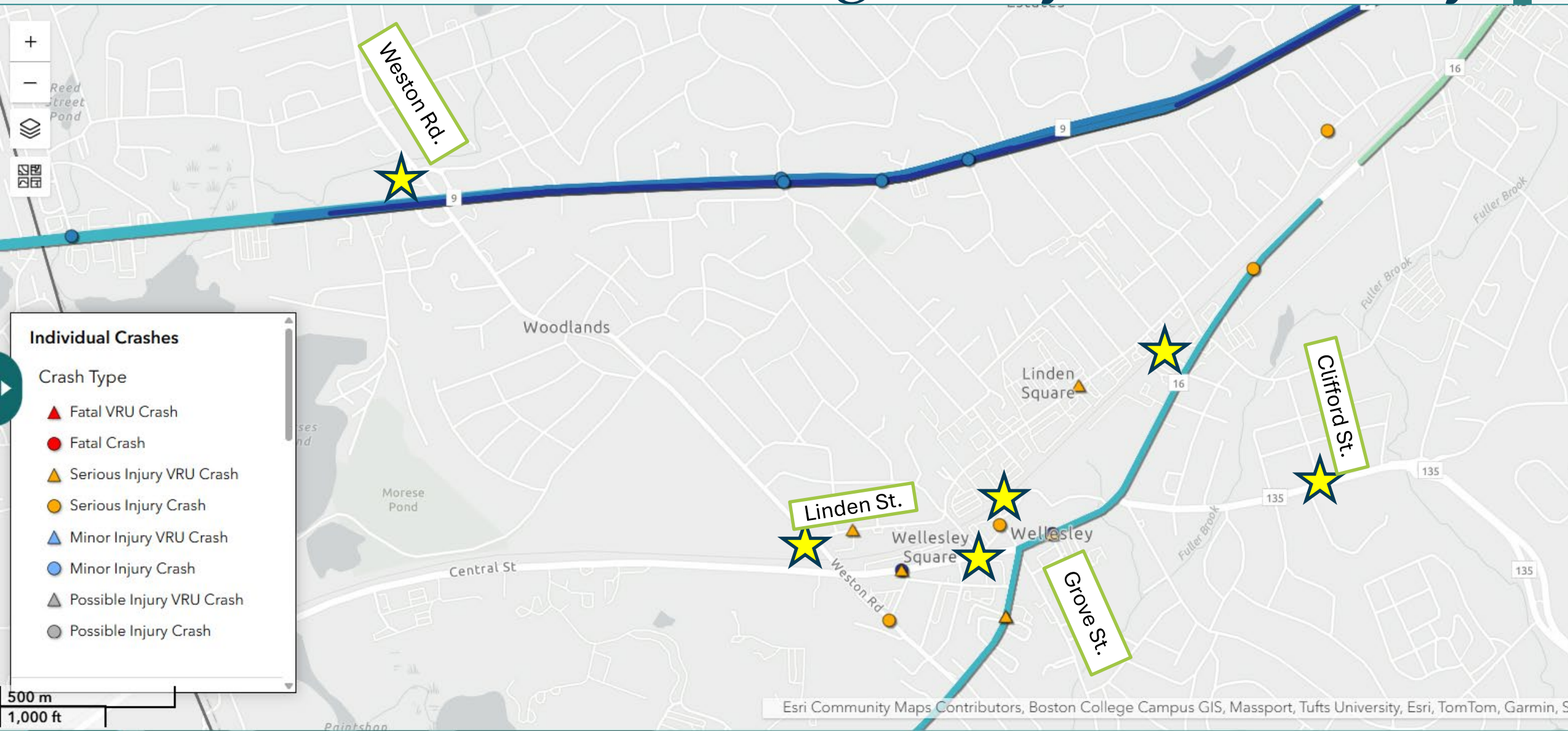
- » Municipal and regional high crash corridors
- » Washington and Cameron is a regional high crash intersection

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

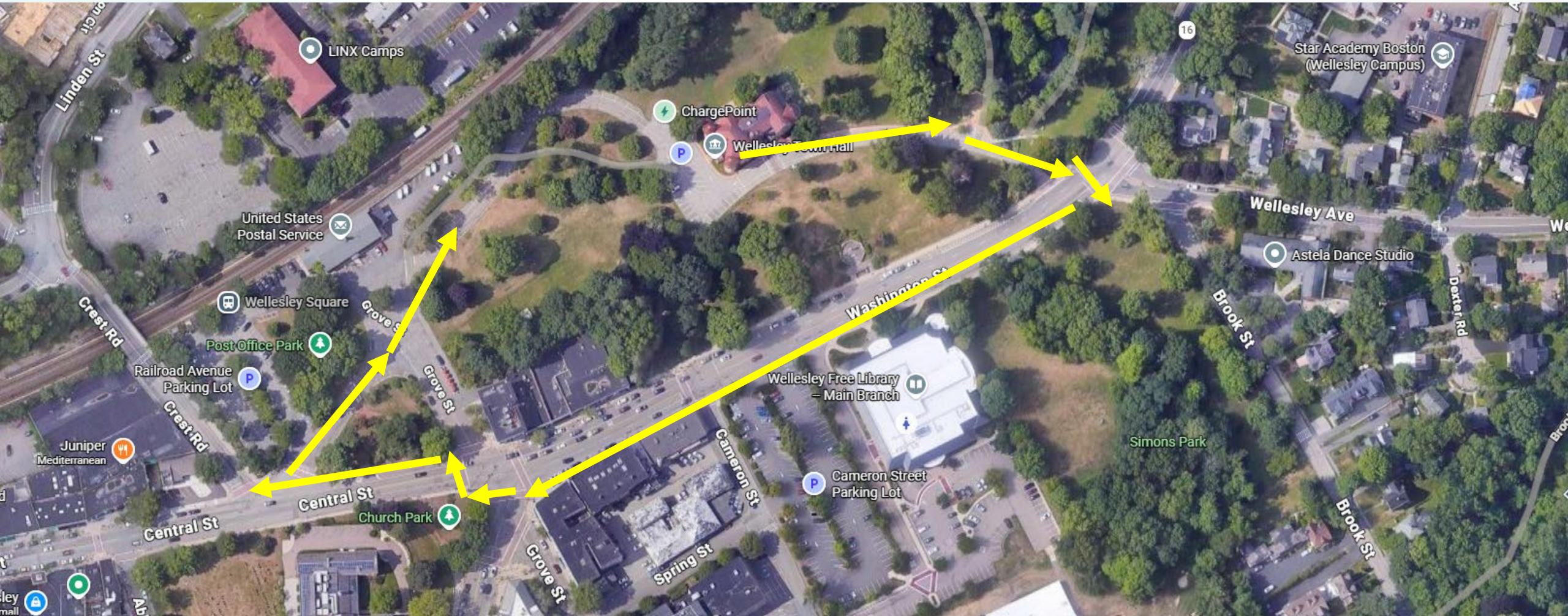
Injury crashes involve

- » Distracted and impaired driving
- » Older drivers

Addressing safety in Wellesley



Walk Audit “Lite”



Questions & Discussion

Thank you!



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