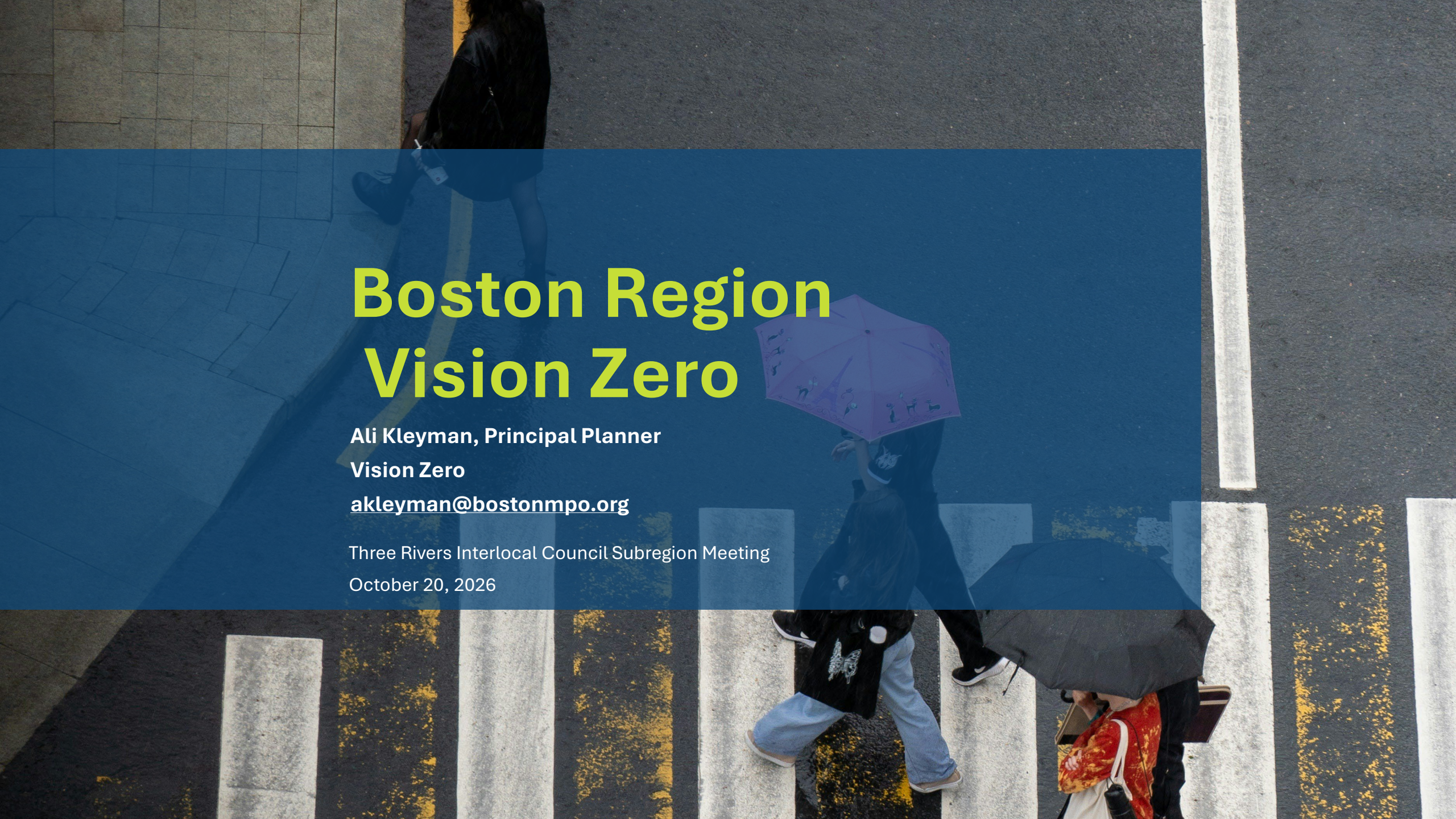


An aerial photograph of a city street featuring a crosswalk with white and yellow stripes. Several pedestrians are visible, including a person in a black jacket at the top, a child with a purple umbrella in the center, and a person with a black umbrella at the bottom right. A semi-transparent dark blue rectangle is overlaid on the left side of the image, serving as a background for the text.

Boston Region Vision Zero

Ali Kleyman, Principal Planner

Vision Zero

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Three Rivers Interlocal Council Subregion Meeting

October 20, 2026

Topics Today

Vision Zero

Transportation safety in the region and in TRIC

Partnerships with TRIC municipalities

Regional resources

- Vision Zero data dashboard
- Regional Vision Zero Action Plan

Head outside for 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/>

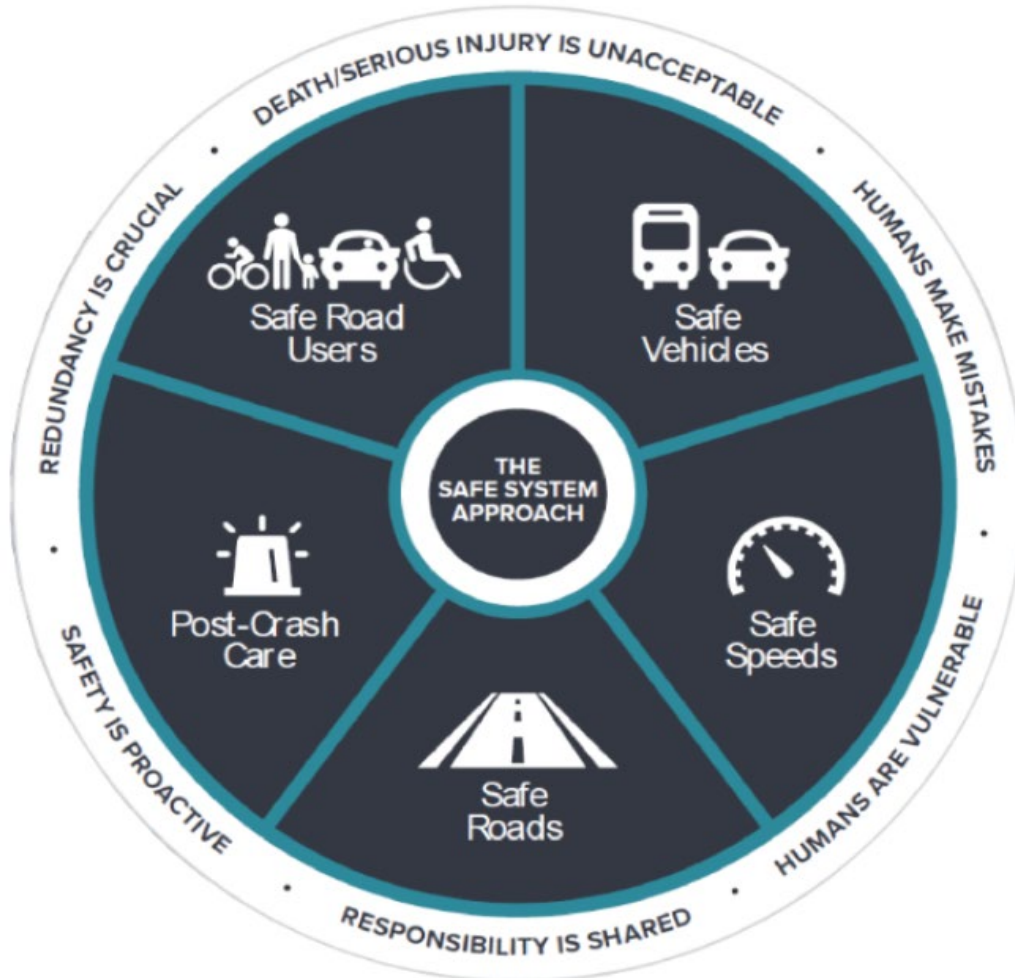
<https://www.transportation.gov/NRSS/SafeSystem>

<https://magazine.northeast.aaa.com/daily/newsroom/u-s-pedestrian-deaths-on-the-decline-but-still-above-pre-pandemic-levels/>

Vision Zero: we do not have to accept fatal and serious injuries on our streets



To reach Vision Zero, we use the Safe System Approach



The “Swiss Cheese Model” of redundancy creates layers of protection



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

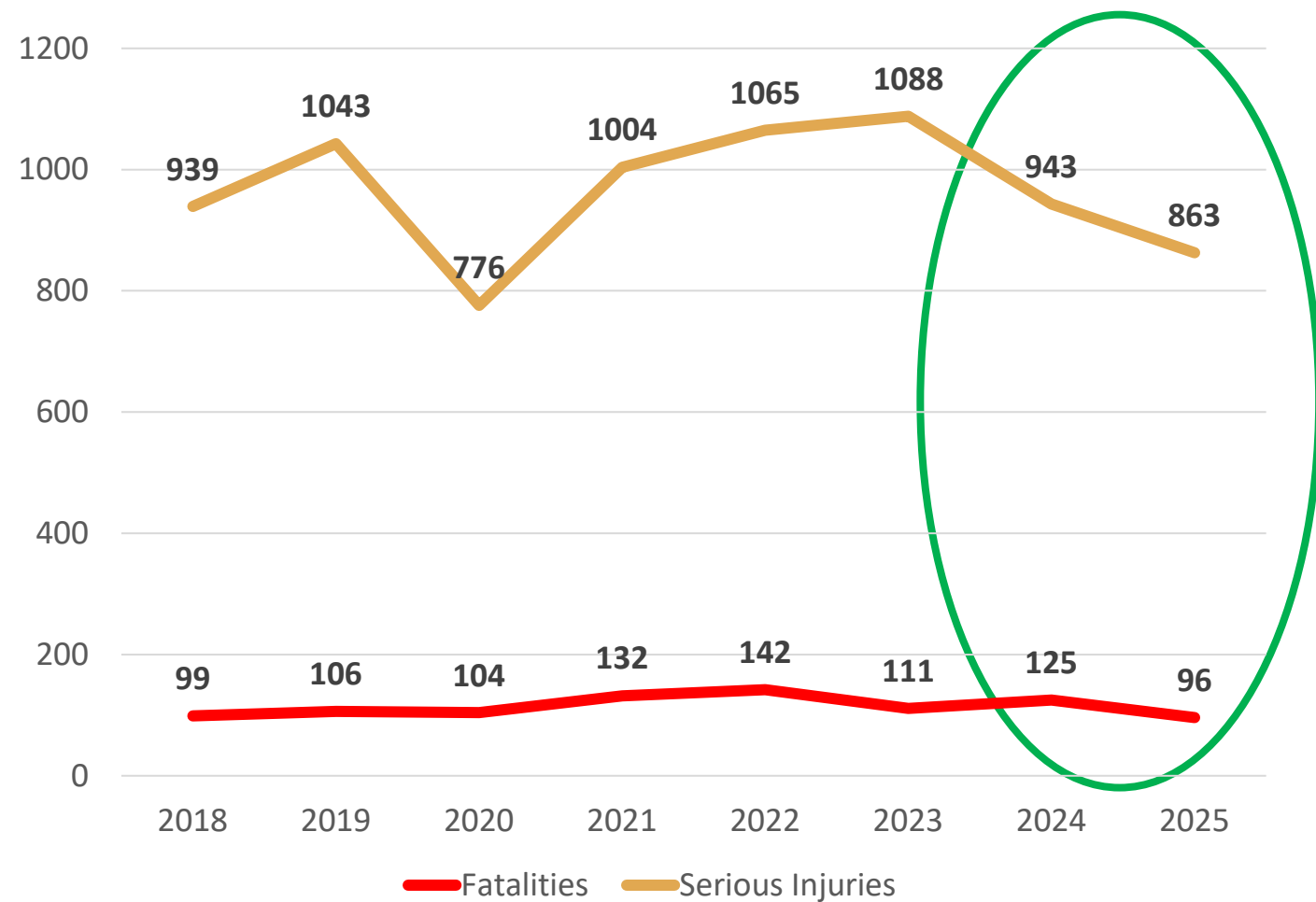
Continued partnerships and scaling 2027 and beyond

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

The transportation safety challenge



Regional Safety Performance



↓ - 8.5%

Serious Injuries from 2024

↓ - 23%

Fatalities from 2024

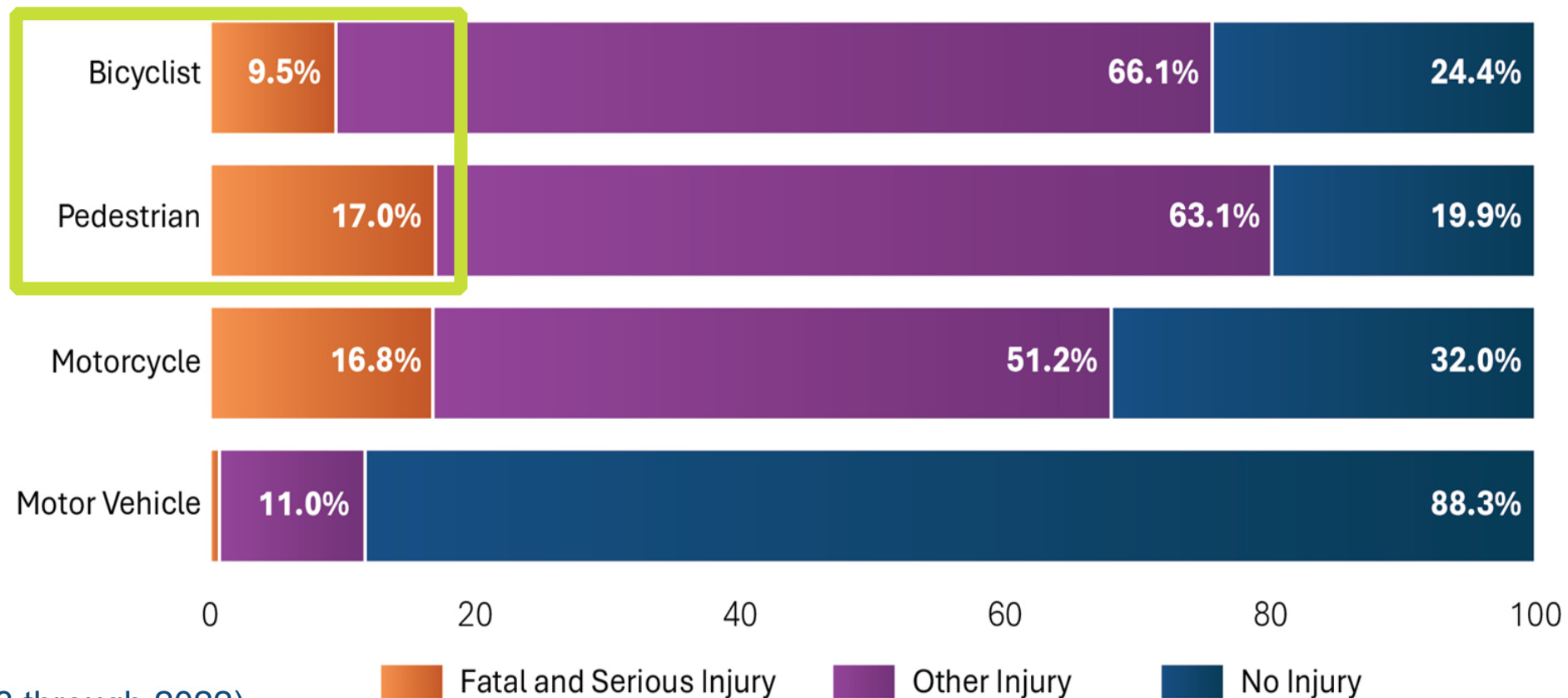
Note: Data are for all fatalities and serious injuries in the region, including those on interstates and fully access-controlled roadways.

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

People walking, rolling and biking represent:

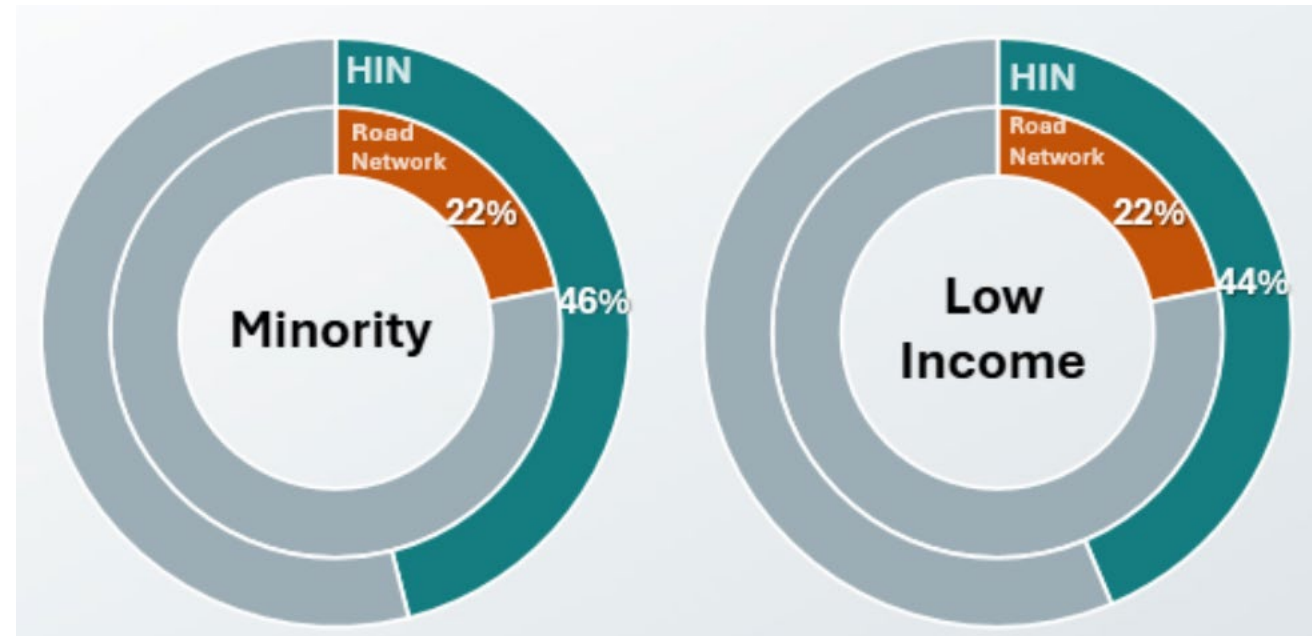
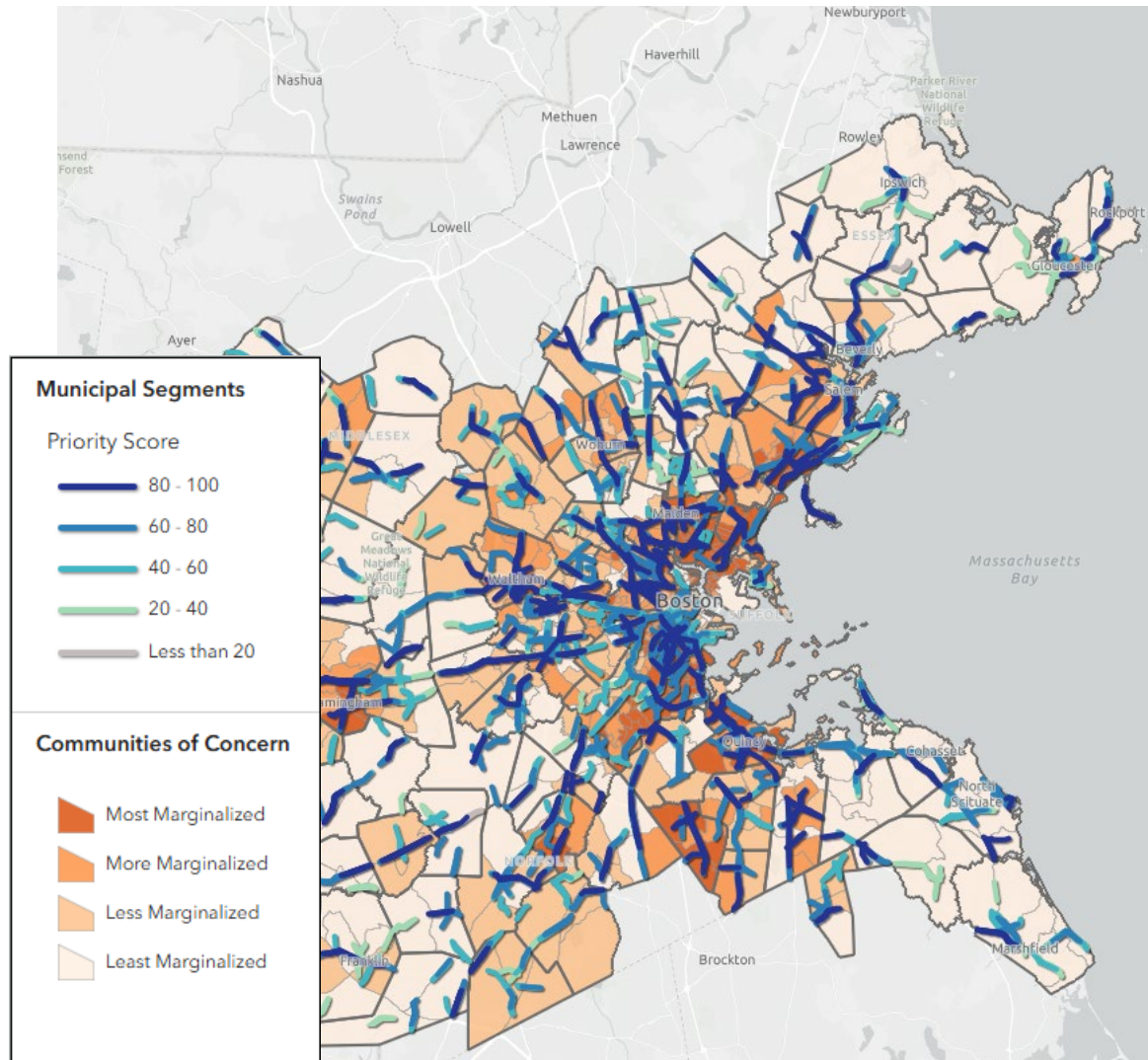
- 3% of all crashes

- 27% of fatal and serious injury crashes



(from 2018 through 2022)

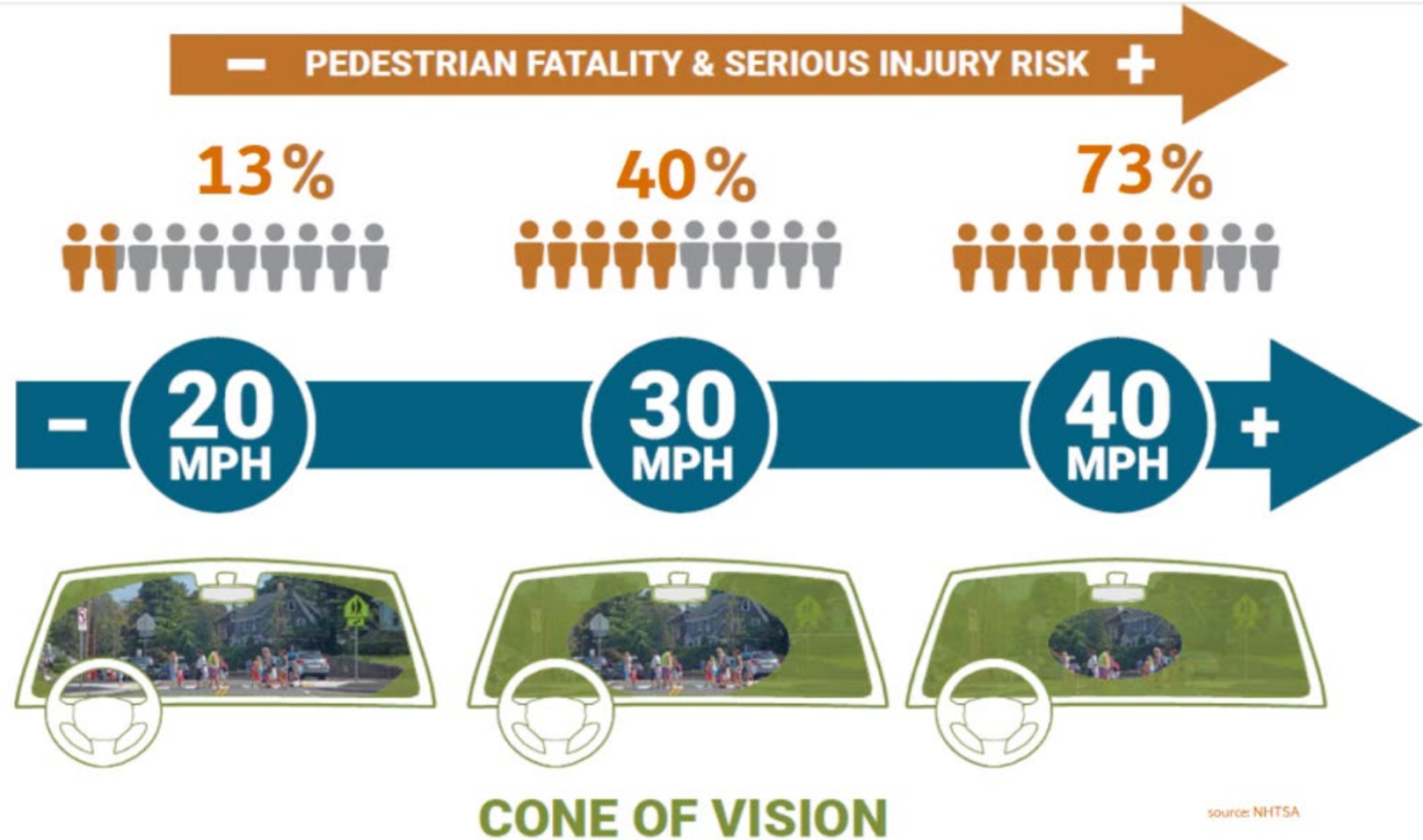
Minority and low-income residents live near more unsafe roads



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

The importance of slowing drivers

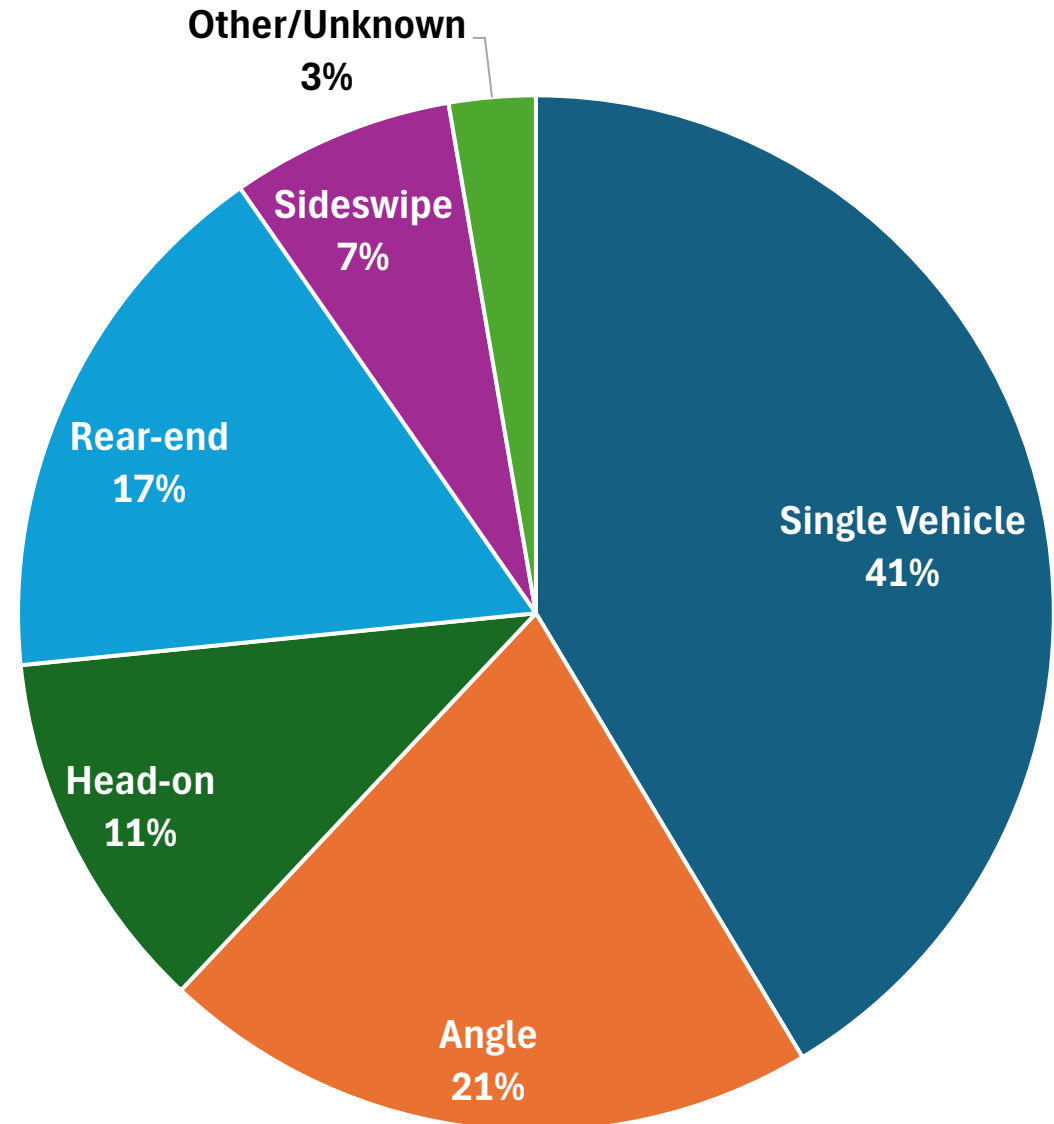
Increased crash severity



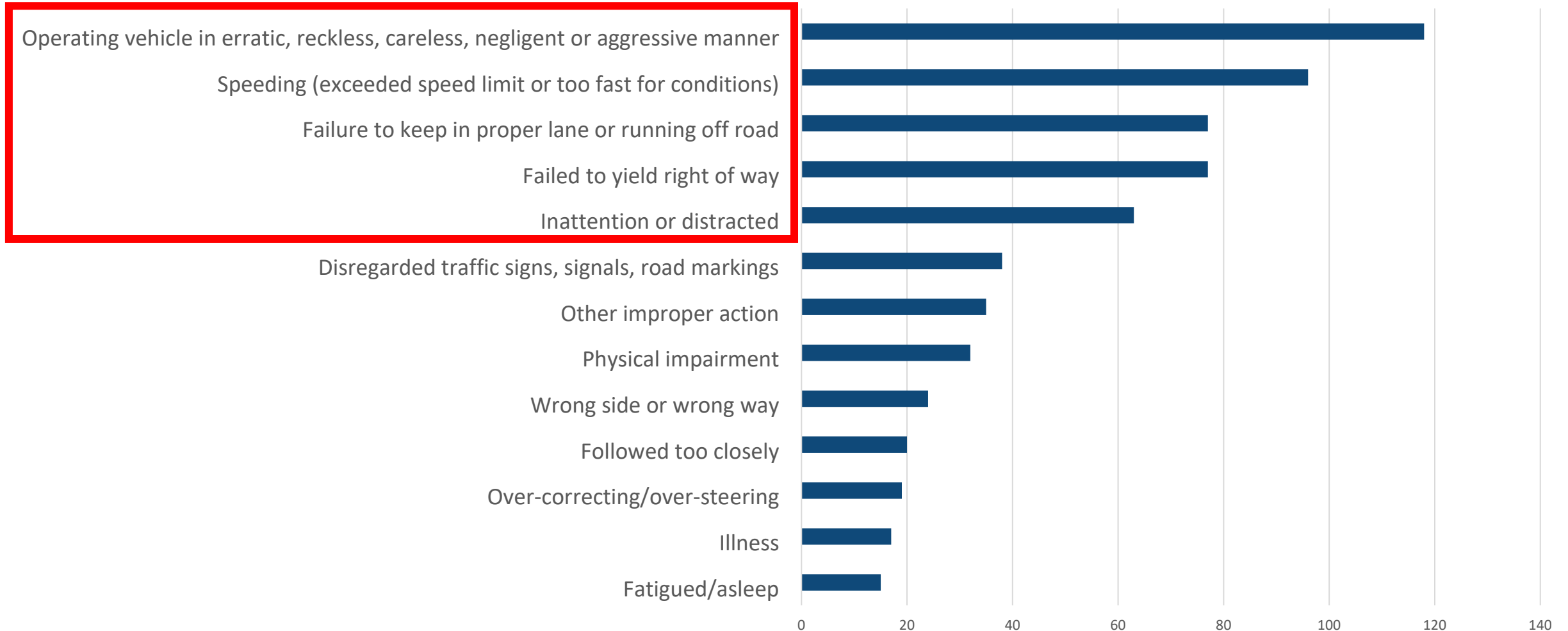
Increased crash likelihood

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

- For crashes involving **one vehicle**, drivers are crashing into pedestrians, trees, and guardrails.
- For crashes involving **more than one vehicle**, drivers are often
 - Making turns
 - Hitting cars stopped in traffic
 - Driving straight ahead



Top driver actions resulting in fatal and serious crashes in TRIC (2018-2025)



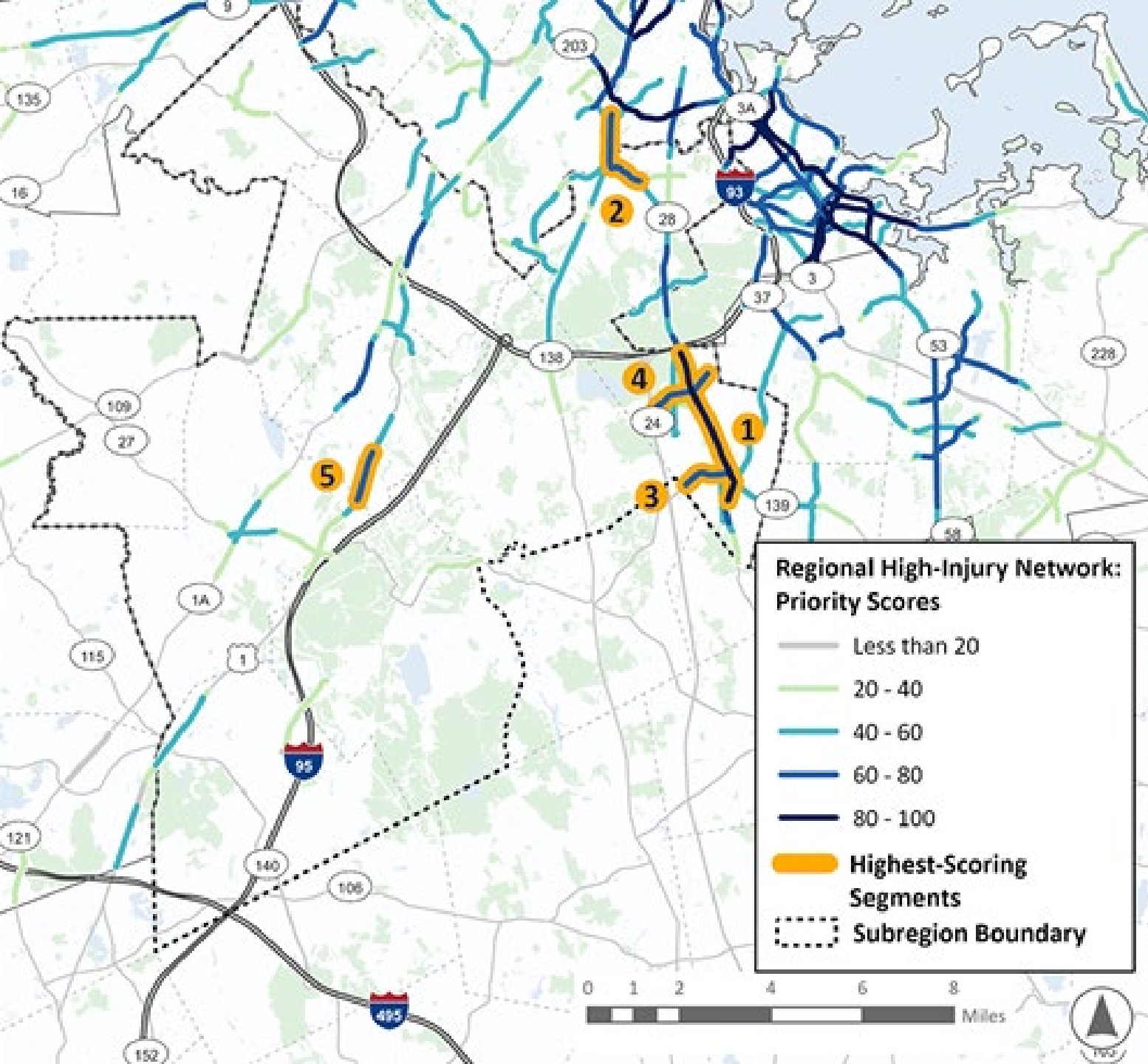
Top 5 high-crash corridors in TRIC

Local jurisdiction

- Warren St. / Mazzeo Dr. (Route 139) in Randolph (#3)
- Canton St. / Reed St. / Pond St. in Randolph (#4)

State and Local jurisdiction

- North Main St. / South Main St. (Route 28) in Randolph (#1)
- Blue Hills Parkway / Brook Road in Milton (#2)
- US 1 in Norwood (#5)



MPO Partnerships in TRIC



Walk Audit Academy in Randolph

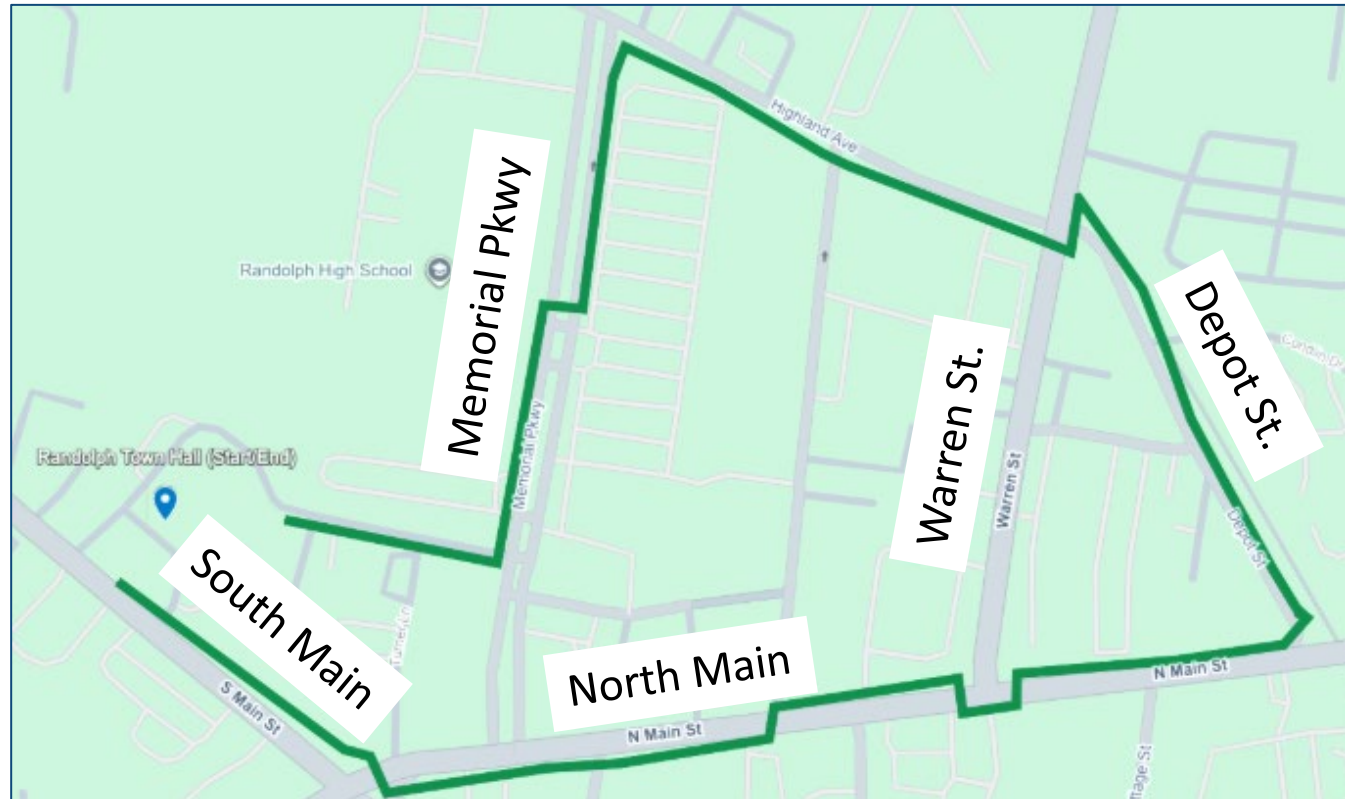


Randolph Walk Audit
Vision Zero

May 2nd, 2026

In Partnership with the City of Randolph, The Boston Region Metropolitan Planning Organization, Randolph Mass in Motion.

- Partnered with WalkMass
- Reached people from 17 different communities across two walk audit academies



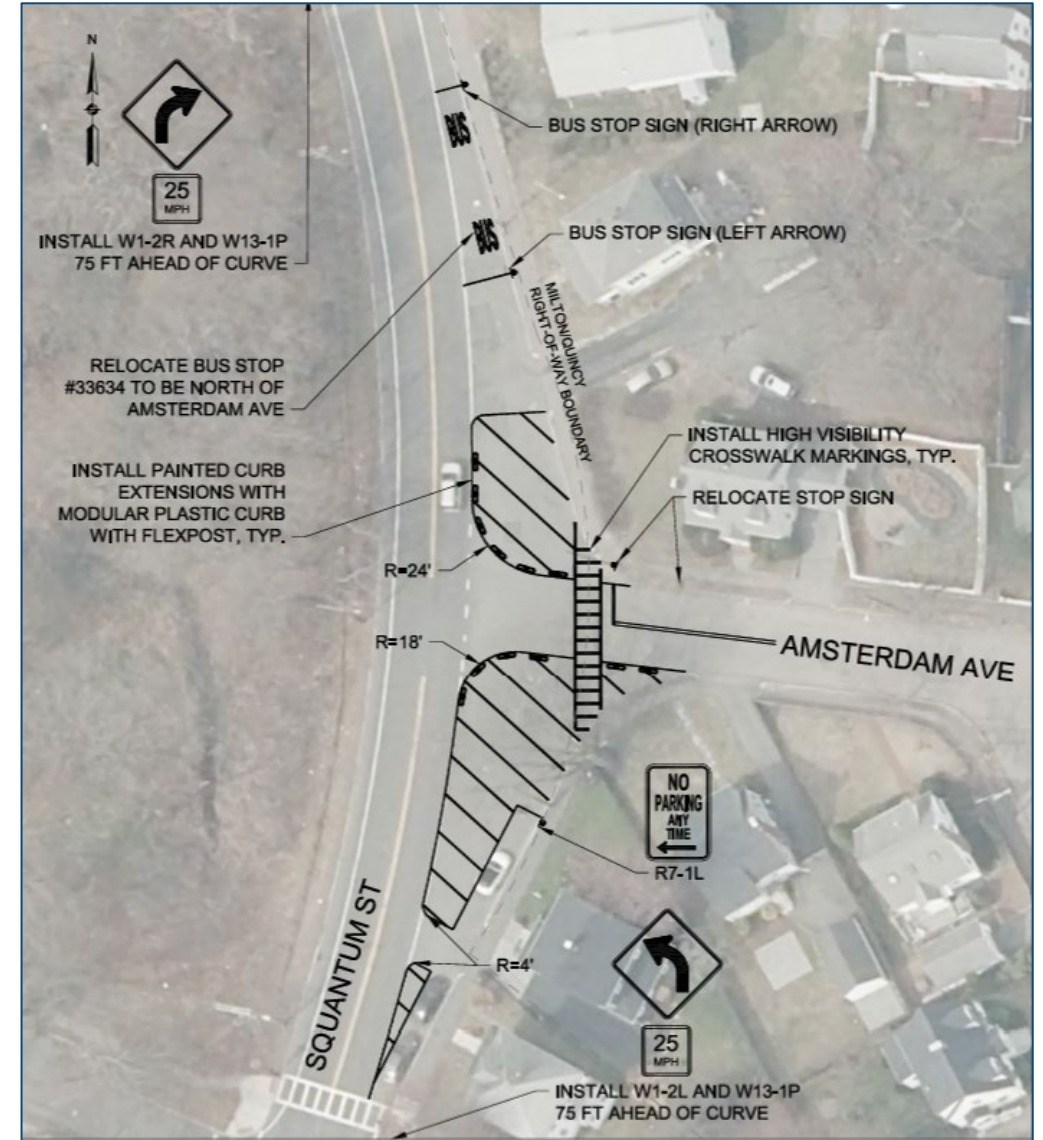
Distracted Driving Education in Foxborough



- Partnered with Safe Roads Alliance
- Presented curriculum to ~500 2nd through 4th graders at Taylor, Igo, and Burrell schools



Safety Analysis and Concept Designs in Milton



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



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

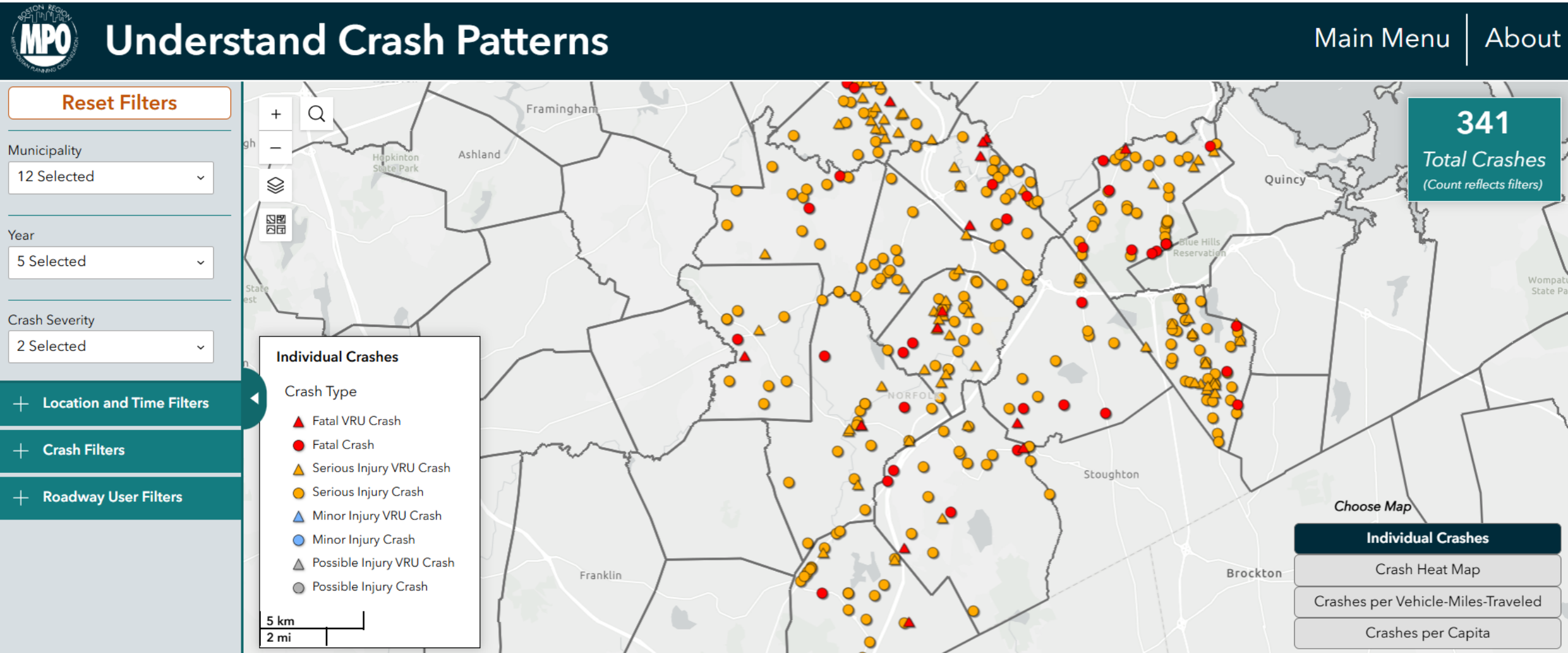
We want to hear from you! Add a pin for places that feel unsafe as you travel around the region and see the locations your neighbors have already identified.

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 is being impacted?



Understand Crash Patterns

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

[Reset Filters](#)

Municipality

12 Selected

Year

5 Selected

Crash Severity

2 Selected

+ Location and Time Filters

+ Crash Filters

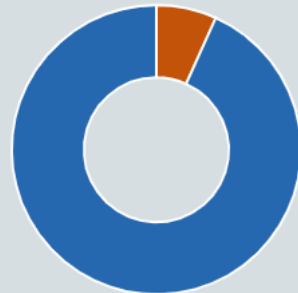
+ Roadway User Filters

Crashes in Communities of Concern



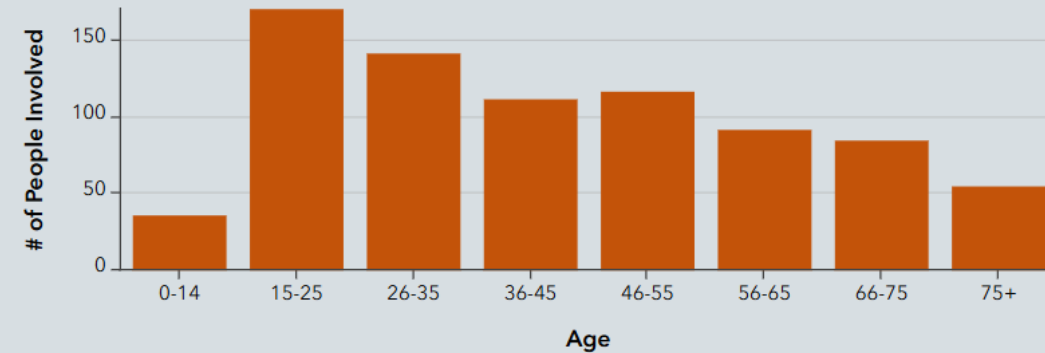
Most Marginalized
More Marginalized
Less Marginalized
Least Marginalized

Crashes Near K-12 Schools

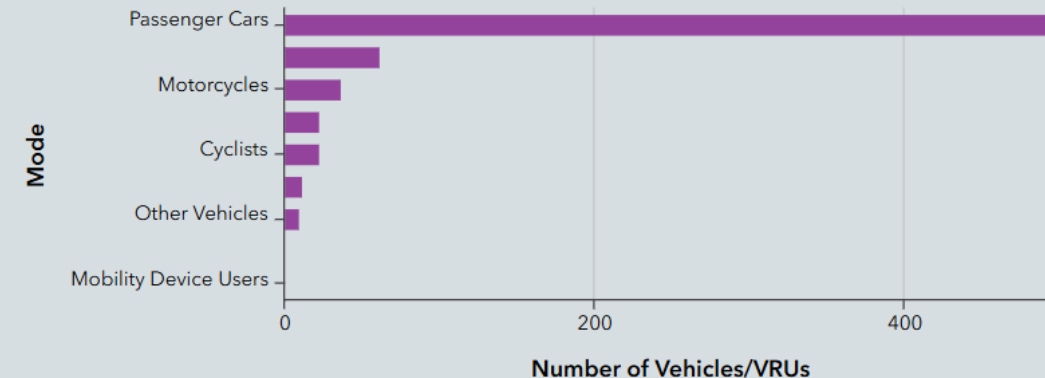


Yes
No

Ages of People Involved



Types of Vehicles/VRUs Involved in Crashes



Where

When

Who

How

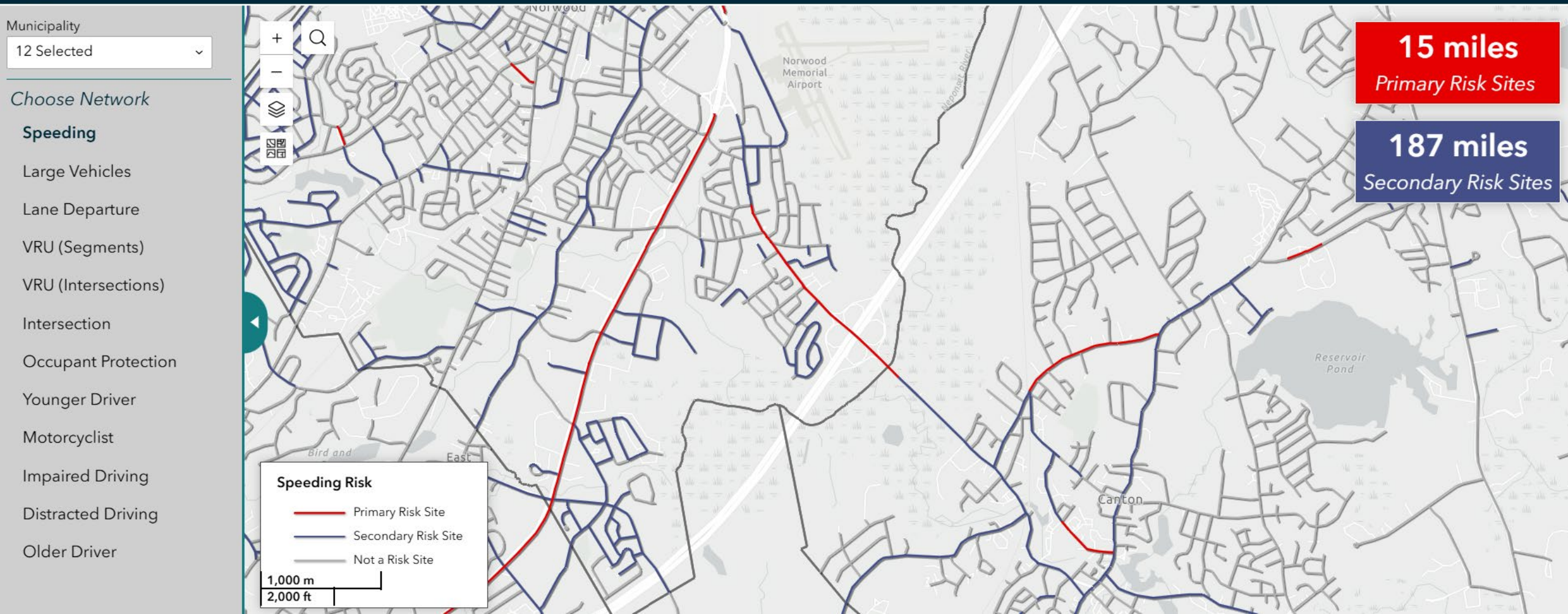
High-Injury Network

Where are the highest risk locations?



Identify Dangerous Locations

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



Where do residents feel unsafe?



Hear from the Community

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

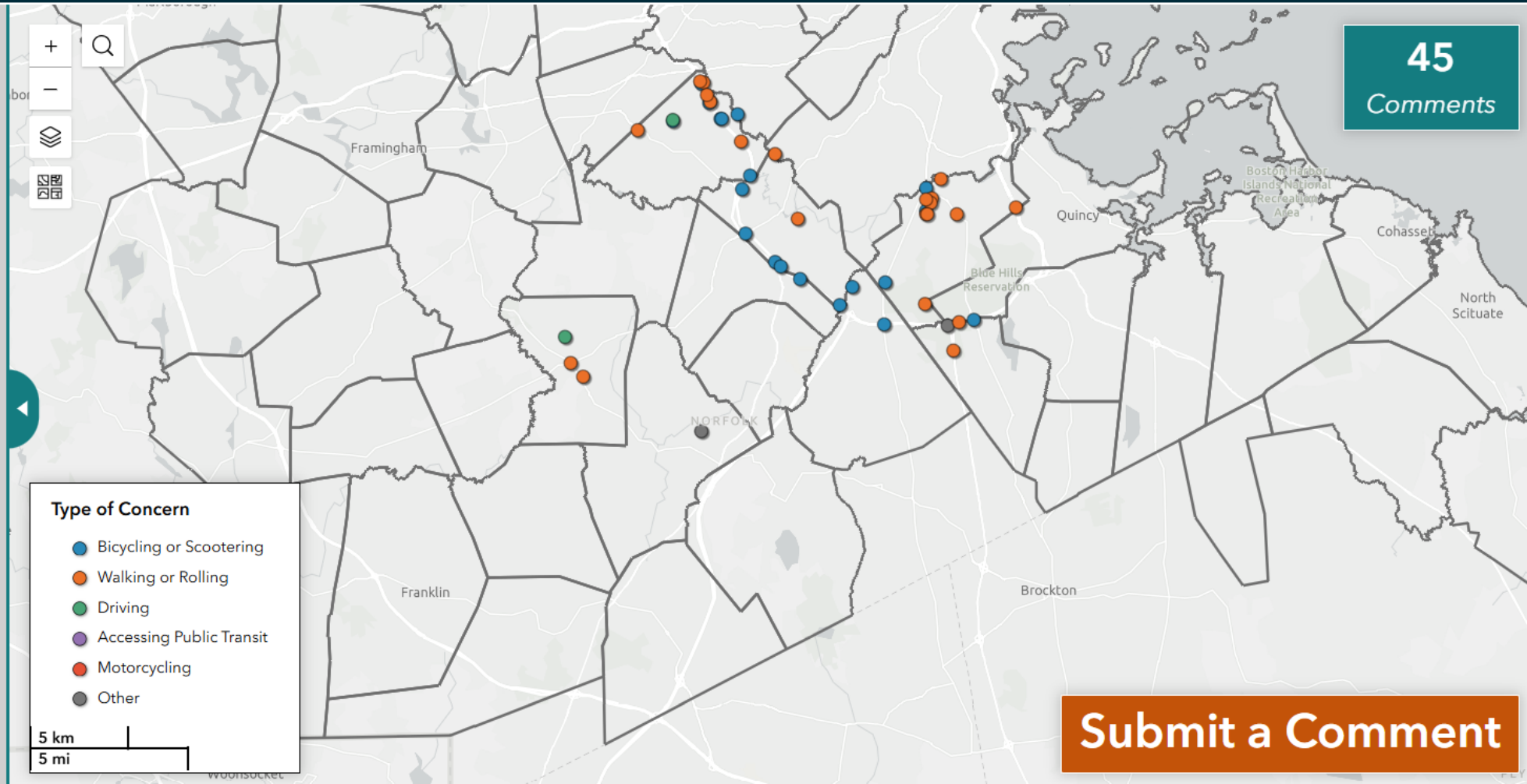
Municipality
12 Selected

Mode
0 Selected

Submittal Date is Between
[Calendar Icon]

and
[Calendar Icon]

Safety Concern	#	%
Aggressive, Reckless, or Distracted Driving	9	20.0 %
Bike Lanes Don't Exist or Need Improvement	26	57.8 %
Difficult to Cross Street	27	60.0 %
Drivers Passing Too Close to Walkers/Cyclists	8	17.8 %
Low Visibility or Lack of Good Lighting	5	11.1 %



45
Comments

[Submit a Comment](#)

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.

Subregional engagement

- Main safety concerns and challenges
 - **Difficulty crossing streets**
 - **Bicycle infrastructure and safety**
 - **Speeding**

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)

Road Design Actions

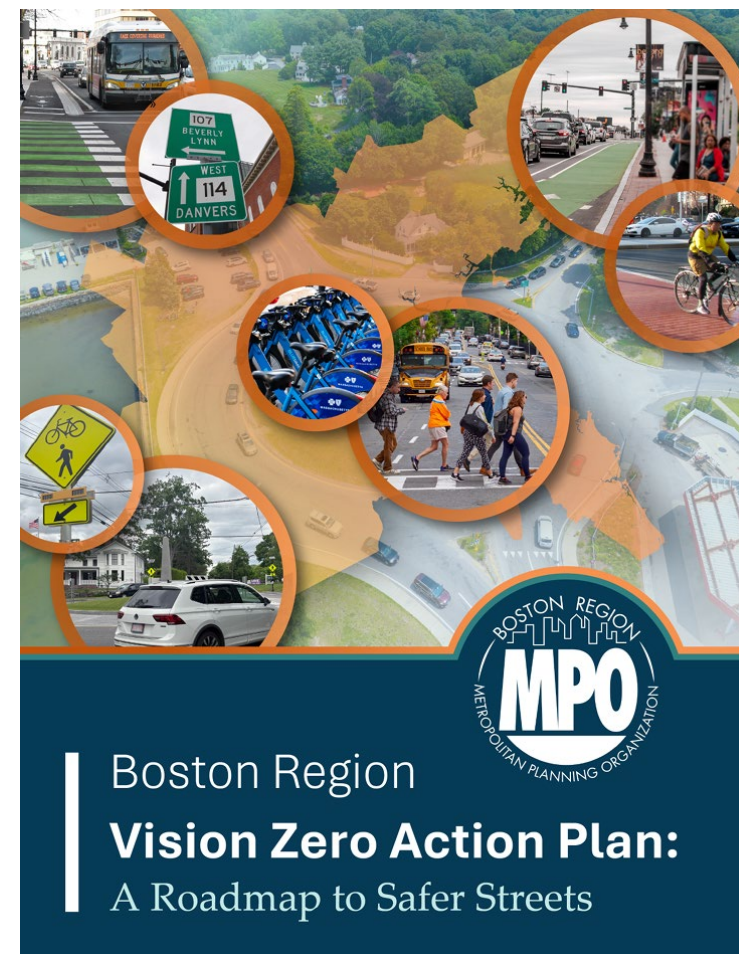
Action	Lead agency	Timeframe	Type
Install pavement markings and physical delineation near crosswalks and intersections to improve sightlines for people driving and walking or rolling (daylighting intersections)	Municipalities	Medium-term	Infrastructure
Develop a policy requiring traffic control guidance and design to improve safety for pedestrians and cyclists traveling through municipal-project work zones, ensuring temporary facilities are safe and clear.	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	Medium-term	Process

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

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'

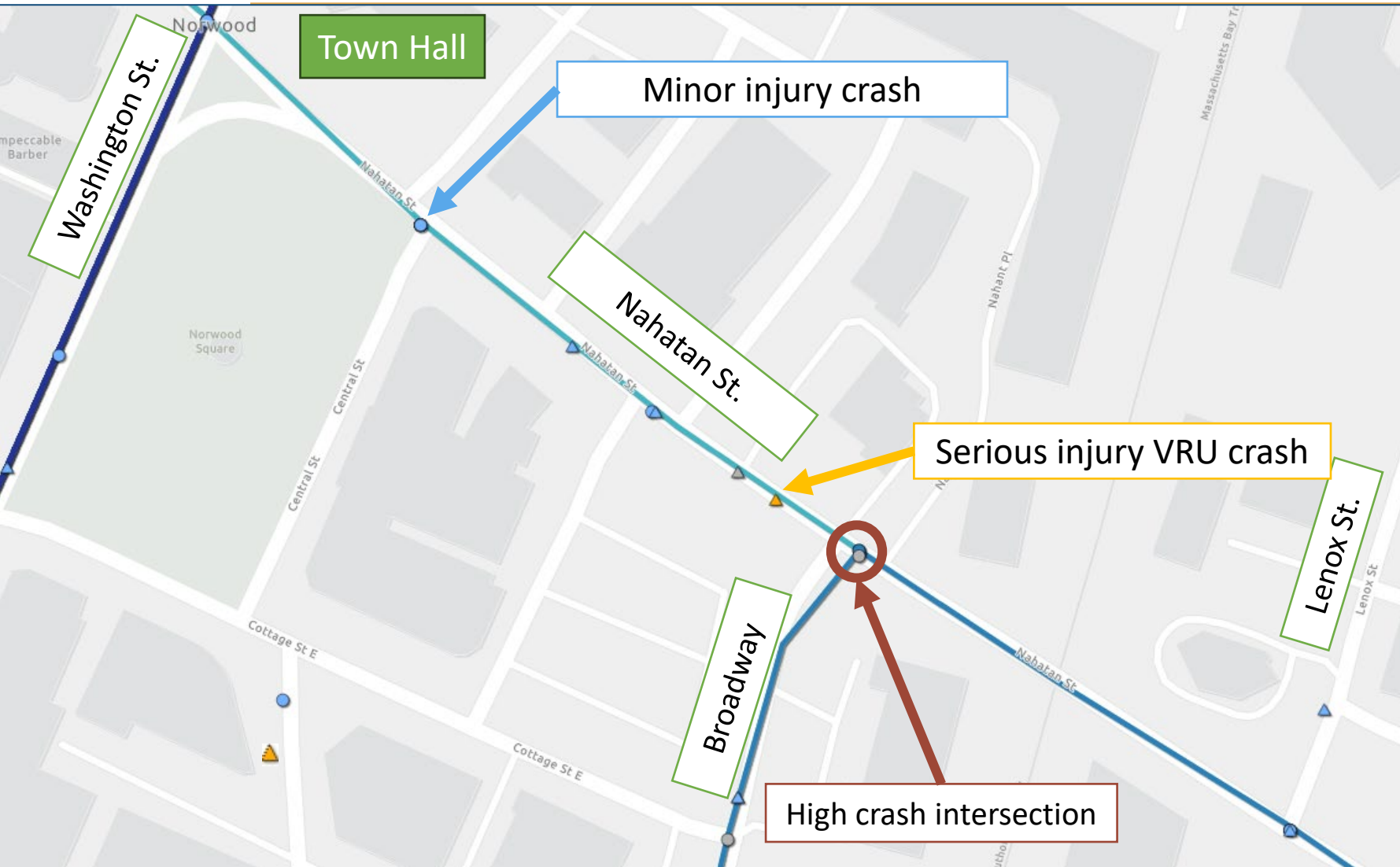


Walk Audit “Lite”

- **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': Nahatan St.



Crash data shows

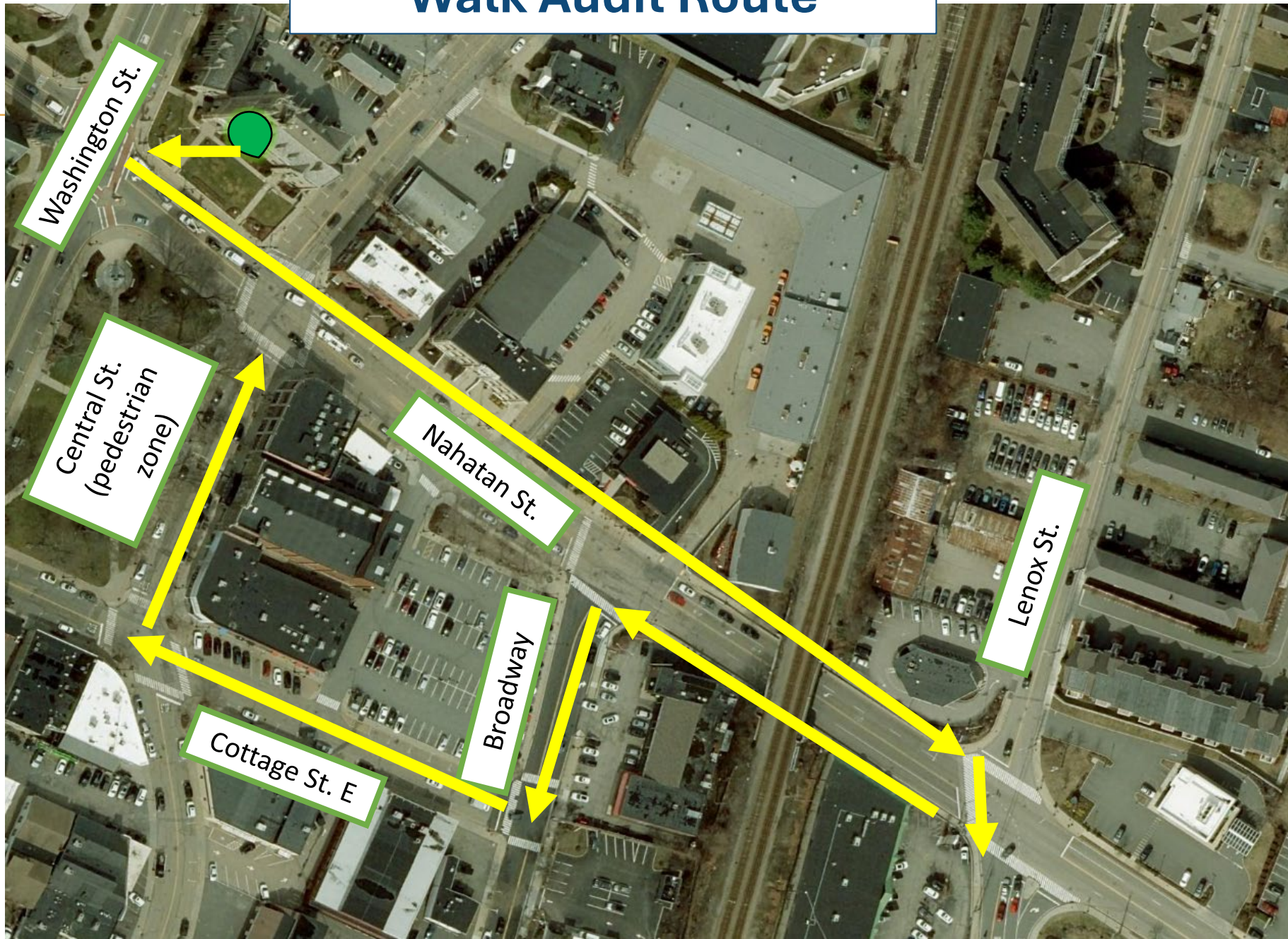
- On high-injury network (Washington St. = regional and Nahatan St. = municipal)
- Municipal high crash intersection at Nahatan St. and Broadway/ Nahant Pl.
- 22 injury crashes since 2018
 - 1 Serious VRU
 - 10 Minor
 - 11 Possible

Injury crashes involve

- Intersections
- Older and younger drivers
- Occupant protection
- Distracted driving

Crash data is for 1/1/18 – 8/31/26

Walk Audit Route



Observations

- **Corridor**

- Vehicle speeds
- Roadway cross section
- Pedestrian and bike safety and accessibility
- Pavement markings and signage

- **Intersection**

- Traffic signal equipment and timing
- Lighting
- Pedestrian accommodations (signage, crosswalks, curb ramps)
- Vehicle movements and speeds

Questions & Discussion



Thank you!

Ali Kleyman, AICP

Principal Transportation Planner

akleyman@bostonmpo.org

Vision Zero Program

Boston Region MPO