

OFFERED BY COUNCILORS ED FLYNN, JOHN FITZGERALD, HENRY SANTANA, BREADON, COLETTA, DURKAN, FERNANDES ANDERSON, MEJIA, MURPHY, PEPÉN, WEBER, WORRELL, AND LOUIJEUNE



CITY OF BOSTON IN CITY COUNCIL

ORDER FOR A HEARING TO DISCUSS PEDESTRIAN SAFETY, TRAFFIC CALMING, AND EXPANDING THE SAFETY SURGE PROGRAM IN THE CITY OF BOSTON

- WHEREAS:** Pedestrian safety is a critical component of public safety and overall quality of life for our residents, and the City of Boston is committed to pedestrian safety as part of Vision Zero - the goal of having zero serious and fatal traffic crashes; *and*
- WHEREAS:** The city lowered its default speed limit on neighborhood streets from 30 mph to 25 mph in 2017, with calls from City Councilors to lower it further to 20 mph. The City Council has also held multiple hearings on pedestrian safety, concurrent phasing traffic signals, and advocacy on using federal infrastructure funding to install infrastructure such as speed humps, raised crosswalks, and rapid flash beacons in our neighborhoods; *and*
- WHEREAS:** Last week, a 4 year old child was fatally struck by a truck at Sleeper Street and Congress Street in the Fort Point Neighborhood, and there have been three pedestrian deaths in Boston so far this year, with seven pedestrian fatalities last year; *and*
- WHEREAS:** These tragedies remind us of the work that must be done to realize Vision Zero in terms of the infrastructure improvements, slower speeds and enhanced traffic enforcement by the Boston Police Department to address pedestrian and traffic safety where congestion has gradually increased over the years; *and*
- WHEREAS:** In 2023, the City of Boston announced the Safety Surge program, which they have began to install zones of speed humps on eligible neighborhood streets, redesign intersections, and make changes to traffic signals in order to make our streets safer for our pedestrians, drivers, and cyclists; *and*
- WHEREAS:** The installation of speed humps is welcomed by many residents as a way to slow down cars, but currently speed humps are only being installed on smaller side streets, but not on wider and busier streets where cars are consistently speeding and serious crashes also occur with residents having to cross commercial streets and high traffic roads; *and*
- WHEREAS:** Main roads, commercial roads, high traffic corridors, bus routes are often dangerous for pedestrians, and should also have traffic calming infrastructure in place to force vehicles to slow down and allow pedestrians to cross the street more safely; *and*
- WHEREAS:** It is critical for the City of Boston to continue its focus on pedestrian safety and traffic calming improvements to realize Vision Zero - including whether the Safety Surge program should be updated with infrastructure to be installed on high traffic roads to ensure road safety for all; *and*

THEREFORE BE IT ORDERED:

That the appropriate Committee of the Boston City Council holds a hearing to discuss ways to improve pedestrian safety and the possibility of updating and expanding the Safety Surge program. Representatives from the Boston Transportation Department and other relevant and interested parties shall be invited to testify.

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