

# ROAD SAFETY AUDIT

Cambridge Street  
Allston, City of Boston

December 2014

Prepared For:  
MassDOT



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## Background

The Federal Highway Administration (FHWA) defines a Road Safety Audit (RSA) as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements considering all roadway users. This RSA evaluates the Cambridge Street corridor, southwest of the Soldiers Field Road intersection, at the Massachusetts Turnpike (Masspike) off-ramps, to Harvard Avenue. A safety audit was scheduled for this corridor as part of the proposed redesign of Cambridge Street, by the City of Boston, to add bicycle accommodations.

A key objective of the RSA is to identify short-term safety improvements that can be made in the corridor. It was discussed during the audit that the construction plans to stripe bicycle accommodations in Fall/Winter 2014 are an interim plan, and that additional improvements, including removing paint and restriping with thermoplastic, are currently in design and will be constructed in Spring 2015. The outcome of this RSA will be taken as input into the City's final plans to be constructed in Spring 2015.

The City of Boston plans were discussed during the audit meeting, and are also discussed later in this report. The potential safety improvements identified during this RSA can be evaluated and included as part of the final design plans to be implemented in the Spring 2015 or independent of or in collaboration with other projects. It is envisioned that this corridor from the Masspike bridge, to Soldier's Field Road, will be completely redesigned and reconstructed, including the addition of a pedestrian/bicycle overpass, in the long-term, in conjunction with the planned realignment of the Masspike, and the redevelopment of Allston-Brighton Landing in 2017 or beyond.

## Project Data

A Road Safety Audit was completed for the Cambridge Street corridor, southwest of the Soldiers Field Road intersection, at the Masspike off-ramps, to Harvard Avenue, in the Allston neighborhood of the City of Boston, on November 20, 2014. As shown below in Table 1, the audit team consisted of a multidisciplinary team with representatives from state, regional and local agencies providing expertise in the engineering, planning, maintenance and emergency response fields. Contact information for the RSA attendees is provided in Appendix A of this report.

**Table 1. Participating Audit Team Members**

<b>Audit Team Member</b>	<b>Agency/Affiliation</b>
Steve McHugh	BEMS
Gerard Hogan	BFD
Seth Asante	Boston MPO/CTPS
Mike O'Hara	BPD
Zach Wassmouth	BPWD
Don Burgess	BTB
Jim Gillooly	BTB
John DeBenedictis	BTB
Wilson Aleman	BTB
Nicole Freedman	BTB Bikes
David Loutzenheiser	MAPC
Bonnie Polin	MassDOT Safety
Tom Tinlin	MassDOT
Amitai Lipton	MassDOT District 6
Erin Lanahan	MassDOT District 6
Lisa Schletzbaum	MassDOT Safety
John Laadt	Mayor's Office
Ian McKinnon	TetraTech
Michelle Danila	Toole Design Group
Wendy Landman	WalkBoston
Phil Viveiros	McMahon Associates
Sandra Clarey	McMahon Associates

Within the email invitation sent on November 10, 2014 to each participant in the RSA, background material was provided. This information included collision diagrams, and MassDOT crash data summaries for the corridor. During the RSA meeting, these materials were reviewed as a group prior to the field visit. During the RSA field visit, various safety issues were observed and identified. Following the RSA field visit, the team returned to the Honan-Allston Branch Library to discuss additional concerns and potential solutions for the existing safety issues.

The 2014 interim design plans for the Cambridge Street striping project were also provided as context for the RSA. The following summary of the interim plans was provided by the City at the RSA meeting:

- A travel lane reduction to a 2-lane cross section, from Linden Street to a point near the off-ramps. The traffic impacts of this road diet will be evaluated as part of the development of the final plans.
- The removed third travel lane will become a buffered bicycle lane, 8' wide, with a 3' buffer.
- Parking will remain on the north side, with a 5' bicycle lane.
- Some limited signal modifications are included.

- Don't Block the Box striping and signage will be added to improve traffic flow.
- The Cambridge Street westbound approach at the North Harvard Street intersection will be hatched and the westbound left turn and U-turn movements will be removed.
- At the on-ramp from Cambridge Street eastbound, the bicycle lane will run adjacent to the travel lane, and the on-ramp traffic will cross the bicycle lane. At the on-ramp, the City reviewed two options:
  - 1) A long dashed section (suitable for more aggressive bicyclists) with green paint within the lane for emphasis.
  - 2) Physical construction of vertical and horizontal protective elements to hug the on-ramp and provide a more perpendicular crossing of the ramp. These physical improvements will not be in place until the Spring and therefore will incorporate comments from this RSA.
- The City is considerate that the on-ramp geometry is currently more 'straight' than angled, which encourages higher vehicle speeds for on-ramp traffic.

The City has received feedback from the community and advocacy groups to "install something now", so the interim plans will be constructed as soon as the weather and other circumstances permit.

## Project Location and Description

As shown in Figure 1, Cambridge Street runs in a northeast to southwest direction from Soldier's Field Road to the east through Washington Street to the west. (For the purposes of this report, Cambridge Street is identified as running in an east-west direction.) Cambridge Street is classified as an urban principal arterial under the City of Boston jurisdiction for the majority of the roadway, based on available GIS data. It was discussed during the RSA meeting that clarification may be needed from project stakeholders as to the exact jurisdictional limits throughout the study area. The study area begins approximately 300 feet west of Soldiers Field Road at the ramps for the Massachusetts Turnpike (I-90) and continues southwest on Cambridge Street to the western limit of Harvard Avenue. The RSA focuses on operations of Cambridge Street, but includes the following intersections (from east to west):

- Cambridge Street at the Massachusetts Turnpike (I-90) Ramps
- Cambridge Street at Windom Street (signalized)
- Cambridge Street at Seattle Street
- Cambridge Street at Sorrento Street
- Cambridge Street at North Harvard Street (signalized)
- Cambridge Street at Lincoln Street (signalized)
- Cambridge Street at Linden Street
- Cambridge Street at Highgate Street
- Cambridge Street at Harvard Avenue (signalized)

Through the project study area, Cambridge Street has two or three travel lanes in each direction, divided by a median, and with additional auxiliary lanes at several intersections. The City of Boston will be removing one travel lane in each direction to facilitate the installation of bike lanes in Fall/Winter 2014.

The lanes on Cambridge Street are typically 10-11 feet in width through the study area with narrow shoulders and approximately eight-foot wide sidewalks on the north side of the roadway, and six feet on the south side. There are a limited number of crosswalks across Cambridge Street – west of Windom Street, west of North Harvard Street, and both sides of Harvard Avenue/Franklin Street. An existing pedestrian bridge connects Lincoln Street north of I-90 to Cambridge Street, near Highgate Street. In addition, a midblock crosswalk is planned by the City of Boston, to the east of the Masspike bridge, at the pedestrian ramp and stairway to Lincoln Street. Parallel to Cambridge Street, there are generally crosswalks across all side streets but there were no crosswalks across the on or off-ramps to/from the Masspike. The posted speed limit varies through the corridor from 40 mph near the Massachusetts Turnpike ramps, to 35 MPH between Windom Street and the Massachusetts Turnpike Bridge, and 25 MPH near Harvard Avenue.

The corridor hosts a mix of land-uses including residential, commercial and retail land uses, in addition to a surface parking lot, along Lincoln Street. The eastern side generally abuts the Allston Tolls area of the Masspike and the CSX Beacon Park Rail Yard, and the Doubletree Hotel at Soldiers Field Road. The Masspike (I-90) travels under Cambridge Street adjacent to the western end of the study area.

Crash data was received from the City of Boston Police Department for the study area intersections. For the segment of the study area between the Masspike ramps and Lincoln Street, crash data is available from March 5, 2011 through January 30, 2014. For the segment between the Masspike bridge and Harvard Avenue to the west, crash data is available from January 8 2011 through June 19, 2014.

Based on this data, there were a total of 72 crashes reported within the study area corridor during the time periods reviewed. Of the 72 crashes that occurred, 37 of the crashes occurred within the segment between Windom Street and Lincoln Street, the majority of which occurred at the two signalized intersections within this segment. There are 13 crashes that can be attributed to the operations at Cambridge Street at Lincoln Street and 17 crashes that can be attributed to the intersection of Cambridge Street at North Harvard Street. Additionally, a total of 35 crashes occurred within the segment of Cambridge Street between the Masspike bridge and Harvard Avenue. Of these crashes the majority are due to operations at the signalized intersection of Cambridge Street at Harvard Avenue.

Of the crashes that occurred through the corridor, seven crashes involved a pedestrian, including a pedestrian that was crossing the Masspike on-ramp and was fatally struck by a vehicle entering the on-ramp. Additionally, 16 crashes involved a bicycle within the study area. Seven of these crashes were sideswipe collisions where either a bicycle collided with a parked car or a vehicle sideswiped a bicycle traveling on the side of the roadway. Approximately 45 percent of the crashes that occurred were angle and rear-end collisions, which are typical crash types for intersections where the majority of crashes occurred.

Detailed crash diagrams, including all crashes, and pedestrian/bicycle only crashes, are provided in Appendix B.



## Audit Observations

During the RSA meeting prior to the field visit, a brief introduction of the RSA process was provided. Members of the audit team were then invited to discuss the existing issues that may affect safety along Cambridge Street. The audit team subsequently visited the site as a group, at which time observations of various safety concerns and deficiencies were identified and documented. Provided below is a list of the safety concerns that were identified during the RSA:

- **Roadway Conditions**

- Pavement markings in general are very faded and many of the travel lanes do not properly align, and may be the cause of the side sweep accidents reported. Others are not properly laid out so it is difficult to determine whether there are two or three lanes, and if there is room for bicycles.
- There is a broken white line westbound from North Harvard Street to Lincoln Street; it was questioned whether this was intended to be a travel lane.
- Roadway condition is poor and needs repair to remove the rutting.



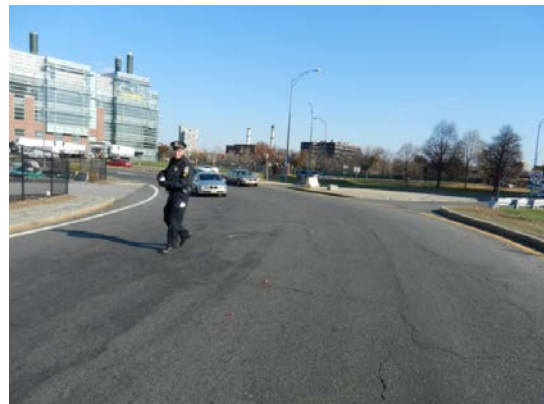
**Broken white line WB from North Harvard St.**

- **Roadway Alignment & Intersection Geometry**

- The angle of the eastbound on-ramp is wide, and there are two travel lanes where drivers can enter the on-ramp; therefore, vehicles head straight onto the ramp, without merging.
- There are two travel lanes provided on the off-ramps to the north, but they effectively merge into one lane as vehicles approach the merger into Cambridge Street westbound. However, there is no signage to indicate the merge or which approach is required to yield.



**Masspike on-ramp, view to the south**



**Masspike off-ramp, view to the north**

- Due to its long, straight alignment with minimal striping, the corridor experiences high speeds. Also due to the presence and alignment of the Masspike ramps drivers seem more likely to operate in “highway mode”. The corridor should be catering to local traffic, but some audit participants stated that it appears to service more cut-through traffic. Driver behavior is not indicative of a local street that serves transit and pedestrians, but more like a highway with the presence and geometry of the ramps. This may be a contributing factor into pedestrian/bicycle crashes, as well as rear-end crashes along the corridor.
- Some participants felt that drivers typically stay in the same travel lane as they drive through the corridor, and bicyclists tend to stay in the left lane. Local drivers tend to stay in the left lane, heading eastbound. This may be a contributing factor to bicycle sideswipe crashes along the corridor.
- The number of crashes with parked vehicles is about 17%, including two bicycles hitting parked vehicles. Audit participants believed that speed and parking conditions needed to be reviewed. Parking areas are not well striped and illegal parking activity was observed between Harvard Avenue and Linden Street.
- At the Cambridge Street/North Harvard Street intersection, the timing of the Flashing Don't Walk pedestrian interval is too short to allow safe pedestrian crossings.
- There are sight line issues approaching the bridge over the Masspike, which impacts visibility, particularly for pedestrians and bicyclists.
- **Traffic Conditions/Control**
  - The corridor experiences high traffic volumes due to congestion on the Masspike. Audit participants stated that drivers utilize the corridor as an alternate route between Newton and Tremont Street via Brighton Center.
  - Union Square (to the south of the study area) experiences gridlock, causing congestion and backups into the study area. School traffic and buses also increase congestion in the corridor.
  - Protected left turn signals are initializing with no vehicles in the approach lane e.g. the westbound left/U-turn lanes on Cambridge Street at North Harvard Street and Lincoln Street.
  - There is no U-turn allowed at Windom Street for drivers that may have exited the Masspike onto Cambridge Street westbound, instead of eastbound. However, audit participants indicated that these movements continue to take place.
  - There are no pedestrian signal heads at several intersections, forcing pedestrians to rely on vehicular signal heads to know when to cross the street.



**Left turn signal at North Harvard Street  
initializing with no vehicles present**

- Multiple and varying traffic speed limit signs are posted throughout the corridor, including 25, 35 and 40 MPH signs. 40 MPH was posted north of Windom Street, 35 MPH was posted between Windom Street and the Masspike bridge, and 25 MPH was posted approaching Harvard Avenue. There is no transition area to reduce speeds from the highway to the local street to help set drivers' mindset.



**40 MPH west of the Masspike off-ramps**



**35 MPH approaching Windom Street**



**25 MPH approaching Harvard Avenue**

- Traffic signals are typically positioned on a single post, which makes it more difficult to see the signal heads due to visual clutter and queued vehicles. At the Lincoln Street, North Harvard Street, and Harvard Avenue intersections, there are exclusive left turn lanes, but there are no overhead signals.

- There is a signed left turn only, outside of peak periods, from Cambridge Street onto Highgate Street; however, there are contradicting continuous double yellow lines dividing Cambridge Street. This street, along with Linden Street, acting as a one-way pair, is used to access Commonwealth Avenue and Allston Village, and so the left turn is heavily utilized. This may be a contributing factor to left turn crashes at this location.



**Left turn from Cambridge Street onto Highgate Street**

- **Visibility**

- There is a lack of street signs, and many of those that are in place are old. The Harvard Avenue street sign, on the westbound approach is difficult to see, and drivers often miss the left turn lane.
- At night the corridor is very dark, particularly on the Masspike bridge. The lighting on the Masspike bridge is broken, and the light poles need replacing. It was initially unclear whether the City of Boston or MassDOT had jurisdiction over maintenance of street lights; however, MassDOT later reported during the audit that they will replace the lights if requested by the City.
- The timing of street lights is inappropriate for the winter months, turning on at 7:00 PM, instead of 4:30 PM.
- Regulatory signs appear to be too small for the roadway; this may have an effect on the visibility of these signs by drivers, in particular at night. Also in the winter months, snow banks can obstruct visibility of these signs. There are no right turn lane signs/markings on the North Harvard Street westbound approach.
- Gateway treatment into the Allston neighborhood is minimal and could be utilized to highlight the transition from the 'highway' to the local street network.



**Poor gateway treatment**

- **Transit**

- On the island dividing the off-ramps, opposite the Doubletree Hotel, there is a bus stop with no pedestrian connections to surrounding sidewalks, or the intersection.



**Lack of pedestrian connections at bus stops at the off-ramps/Doubletree Hotel/Soldiers Field Road**

- The bus stop on Cambridge Street opposite Windom Street is not well connected to the intersection, and requests have been made to the MBTA to relocate the stop; however, some audit participants noted that the MBTA cannot relocate a stop without making it fully accessible and the shelter would need to be relocated also.

- **Pedestrian/Bicycle Accommodations**

- The pedestrian accommodations across the highway ramps and the bridge over the highway ramps are particularly unfriendly. There is a lack of crosswalks and curb ramps across the ramps. At the eastbound on-ramp, people often walk up the ramp, and cross perpendicularly at the shortest crossing point.



**Lack of pedestrian facilities across the on-ramp**

- The number of reported side sweep accidents with bicycles is exceptionally high (approximately 50% of accidents in this area). This could be attributed to the high speeds causing a higher number of injuries, or lack of striping causing bicyclists to squeeze into travel lanes. By comparison, Harvard Avenue, which was recently repaved and restriped, is much clearer and encourages bicycle use.
- Three wrong-way bicycle accidents were reported. Boston Police report that there is little enforcement as they only have one traffic car in the area; also, the fines are low and there is no licensing of bicyclists. Participants felt that maybe bicyclists are travelling along desire lines, or that they feel safer traveling on the opposite side of the street to facilitate bicycle left turns.

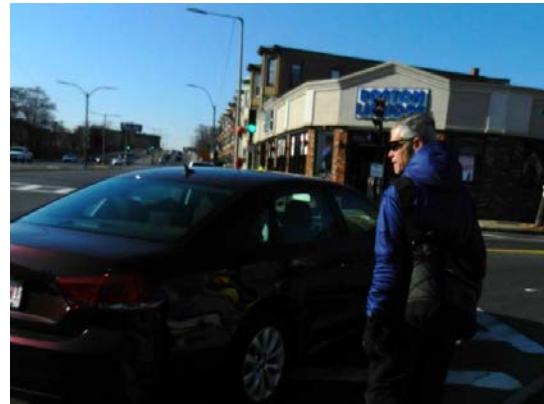


**Bicyclists squeezing through travel lanes**

- There is no midblock pedestrian crossing at the Lincoln Street pedestrian only access point, which was the location of several accidents.
- The pedestrian signal at North Harvard Street, across Cambridge Street does not come up as a concurrent pedestrian phase. Pedestrians cross without waiting for the WALK signal, and are typically coming from the bus stop on Cambridge Street @ North Harvard Street.
- The WALK signal across North Harvard Street runs concurrently with the Cambridge Street right turns. Pedestrians run to cross the street while looking over their shoulder.
- There is no crosswalk across the eastern leg of Cambridge Street at North Harvard Street.
- At Windom Street there are new curb ramps and pedestrian push buttons but no pedestrian signal heads. Also the right turn curb radius onto Windom Street is wide and drivers take a sweeping right turn.
- The slope on the south side sidewalk near the Doubletree Hotel has a steep cross slope, the sidewalk is generally in poor condition, including upturned panels, grass growing in the joints, overgrown shrubbery, there are no curb ramps at the intersection, and there is a pinch point at the signal post.
- At Soldier's Field Road the pedestrian signal on the eastern leg of the intersection was not working.
- Pedestrians walk along the median north of Linden Street, and cross the median east and west of Linden Street to connect to the pedestrian access only points across and north of the Masspike.
- Bicyclists have been observed lifting their bikes over the jersey barrier on the Franklin Street side of Cambridge Street, as they connect to/from the ped/bike bridge over the Masspike. For bicyclists



**Lack of a midblock crossing at Lincoln Street**



**Pedestrian WALK signal concurrent with right turns onto North Harvard St.**



**Ped/Bike bridge connection to Cambridge St**

coming off the ped/bike bridge it is difficult to make the turn onto the sidewalk. There is no crosswalk connecting the ped/bike bridge, on the north side of Cambridge Street, to the south side of Cambridge Street. Visibility and sight lines at Linden Street is a problem. It was noted that midblock crossings at the end of pedestrian bridges are illegal.

- There are empty tree pits, about 3” deep, between the ped/bike bridge and Franklin Street that are trip hazards for pedestrians and bicyclists.
- The bike lane westbound on Cambridge Street terminates abruptly at the curb at the ped/bike bridge; however, the curb is low enough for bicyclists to easily mount the sidewalk.
- There are no Audible Push Buttons at the pedestrian signal across Franklin Street.

- **Additional Notes/Observations**

- A clogged drain was observed at the corner of Lincoln Street, which may create a safety hazard during wet or icy conditions.
- A pedestrian fatality on Hano Street (to the south of the study area) is missing from the dataset, based on feedback from some audit participants.



**Sidewalk tripping hazards at empty tree**

## Potential Safety Enhancements

After the site visit, audit participants returned to the Honan-Allston Branch Library to discuss the safety issues and consider various improvements. The audit participants were encouraged to consider both short and long-term improvements for each of the existing safety issues. Each improvement considered has been categorized as short-term, mid-term, or long-term based on the definitions shown in Table 2. Additionally, a cost category has been assigned to each improvement based on the parameters set forth in Table 2.

**Table 2. Estimated Time Frame and Costs Breakdown**

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,001-\$50,000
Long-Term	>3 Years	High	>\$50,000

The audit team participants suggested the following improvements to be evaluated or considered in order to alleviate safety concerns along Cambridge Street. The suggested improvements listed below should not be viewed as a comprehensive list, as additional or different measures that were not discussed during the RSA that accomplish the same goals should also be evaluated or considered.

It is envisioned that this corridor from the Masspike bridge to Soldier's Field Road will be completely redesigned and reconstructed, including the addition of a pedestrian/bicycle overpass, in the long-term (2017 or later), in conjunction with the realignment of the Masspike, and the redevelopment of Allston-Brighton Landing. Therefore the focus of this RSA was primarily on short-term improvements.

Since the outcome of this RSA will be taken as input into the City of Boston's plans to redesign Cambridge Street in Spring 2015, the recommendations listed below are all considered short-term, unless otherwise stated.

- **Roadway Conditions**

- Reapply pavement markings. Application of colored or more reflective pavement or striping to improve contrast and visibility of striping at key locations should be considered as part of this effort. New pavement markings will be applied with paint in Fall/Winter 2014, and followed with thermoplastic in Spring 2015 which will extend the lifespan of the new markings. These will also help with defining the lane use for roadway users. The City of Boston will evaluate the results in the Spring and discuss with partner agencies, and review the data. I
- MassDOT and the City are prepared to work together to evaluate the varying speed limits in the corridor. MassDOT has committed that once the interim striping plan is complete that they can begin to make progress on the speed limits. The travel lane reduction and road diet will have the added benefit of helping to reduce speeds. BPD supports a speed limit reduction. This would be considered a medium term improvement with a low cost factor.
- Implement real time speed limit monitoring. BPD has sign boards flashing "Reduce Speed", which do not include real time reporting. Requests have been made to Harvard University for real-time speed monitors with no response. Through the Office of Emergency Management, monitors can be obtained temporarily. MassDOT endorses a permanently mounted speed sign. This would be considered a medium improvement with a medium cost factor.
- Improve landscaping and gateway treatments and add inexpensive features to make the street feel more like a City or local street, make the bus stops located on the islands at the northern end of the corridor feel less isolated. It will also signal to drivers that there are pedestrians present. This could be a medium term improvement associated with a small cost.

- **Roadway Alignment & Intersection Geometry**

- Evaluate traffic control at the off-ramps, particularly as two lane approaches merge into one lane. It was felt among several audit participants that STOP control at the ramps would not be effective, and that a realignment of the off-ramp intersection in conjunction with a signal should be considered. Revised traffic control for the ramps could be incorporated as part of the improvements to be implemented in Spring 2015.

- **Traffic Conditions/Control**

- Evaluate Cambridge Street congestion following implementation of all-electronic tolling on the Masspike, especially during the weekday morning and afternoon peak hours. This would be considered a medium term improvement with a medium cost factor.

- Increase police enforcement. There is currently one officer stationed full-time in Brighton; additional enforcement could be much more effective. Increasing the police presence to monitor and enforce speeds limits and correct both lane utilization and improper turning movements would help reduce crashes related to speed in the corridor. This would be considered a medium term improvement with a medium to high cost factor.
- Remove the left turn/U-turn on Cambridge Street westbound at North Harvard Street to allow for more capacity. This is likely to be a detector issue, which City of Boston will investigate.
- Address the conflicting signage and striping for left turns onto Highgate Street, ban the left turn, or physically restrict turns.
- Add pedestrian signals at Windom Street, where pedestrian buttons exist. It was noted that when the pedestrian button is pushed, it will activate the green signal and hold.
- **Visibility & Alignment**
  - MassDOT will contact NSTAR about maintenance of street lighting in the corridor, as street lighting through the corridor falls under MassDOT's jurisdiction.
  - Add directional lighting on the median to improve lighting at the on-ramp. This will help improve nighttime visibility.
  - Update regulatory signs and add/replace street signs to the appropriate size. It was noted that some of the regulatory signs are not the appropriate size for the roadway on which they are located. In addition there are signs that indicate "Left on Arrow Only"; however the signal heads are balls, not arrows.
- **Pedestrian/Bicycle Accommodations**
  - City of Boston has committed to the community to install a Rectangular Rapid Flashing Beacon (RRFB) along with a midblock crossing and rough pavement/rumble strips on the crosswalk approaches, east of the Masspike bridge, at Lincoln Street in the Spring. Associated improvements will include curb ramps, bulb outs, and a median break. This should improve crossing opportunities and reduce the number of people walking on the median.
  - Fill tree pits near Franklin Street to remove the tripping hazard. PWD can fill with asphalt as a short-term measure.
  - Add signage at the Cambridge Street end of the ped/bike bridge to direct pedestrians and bicyclists to cross at Franklin Street/Harvard Avenue, in conjunction with the installation of the midblock crosswalk north of the Masspike bridge.
  - The City of Boston will be installing Audible Push Buttons at Franklin Street/Harvard Avenue along with minor signal upgrades. The Walk signal will be concurrent with the green signals, where appropriate.
  - Trim shrubbery on the City's sidewalk on the south side of Cambridge Street to improve pedestrian facilities.

- Evaluate either installation of crosswalks and curb ramps at the intersections with the Masspike ramps, and/or changes in operational control at the off-ramp onto Cambridge Street westbound. It was noted that pedestrians and bicyclists are not permitted on the I-90 ramps (outside the City’s jurisdiction), and therefore accommodations cannot be formalized. A “No Pedestrians/Bicycles” sign could be added at the ramps to reinforce this condition.
- Evaluate the addition of a two-stage left turn for bicyclists at the North Harvard Street intersection, which would address concerns regarding bicyclists’ ability to safely make left turns on Cambridge Street.
- **Other**
  - Identify and clarify jurisdictional responsibilities through the list of action items provided in the summary table for future maintenance of infrastructure along the corridor.

## Summary of Road Safety Audit

A summary of the potential recommendations discussed by the RSA audit team are summarized in Table 3. The recommendations are summarized based on the potential safety payoff, time frame, approximate cost and responsible agency. The safety payoff is a subjective judgment of the potential effectiveness of the safety recommendations listed below.

**Table 3. Potential Safety Enhancement Summary**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Roadway Conditions	Reapply pavement markings	High	Short-Term	Low	City of Boston
Roadway Conditions	Assess speed limits	High	Mid-Term	Low	City of Boston/ MassDOT
Roadway Conditions	Install real-time speed reporting	High	Mid-Term	Medium	City of Boston
Roadway Conditions	Improve gateway treatment/landscaping	Medium	Mid-Term	Low	City of Boston
Roadway Alignment/ Intersection Geometry	Evaluate traffic control at the off-ramps	High	Mid-Term	Low	City of Boston/ MassDOT
Traffic Conditions/ Control	Evaluate Cambridge Street congestion following implementation of Masspike all-electronic tolling	Low	Mid-Term	Medium	City of Boston/ MassDOT
Traffic Conditions/ Control	Increase police enforcement	High	Mid-Term	Medium/ High	City of Boston
Traffic Conditions/ Control	Remove the left-turn on Cambridge Street westbound at North Harvard Street	High	Short-Term	Low	City of Boston
Traffic Conditions/ Control	Address conflicting signage and striping for Highgate Street left turns	High	Short-Term	Low	City of Boston
Traffic Conditions/ Control	Add pedestrian signals at Windom Street	High	Short-Term	Low	City of Boston
Visibility and Alignment	Coordinate with NSTAR regarding street light maintenance	High	Short-Term	Low	MassDOT
Visibility and Alignment	Add directional lighting on the median near the on-ramps	High	Short-Term	Low	MassDOT
Visibility and Alignment	Update regulatory signs to appropriate size	Medium	Short-Term	Low	City of Boston
Pedestrian/Bicycle Accommodations	Install RRFB mid-block crossing east of Masspike overpass (near Lincoln Street)	High	Mid-Term	Medium	City of Boston
Pedestrian/Bicycle Accommodations	Fill tree pits near Franklin Street	High	Short-Term	Low	City of Boston
Pedestrian/Bicycle Accommodations	Add signage on Cambridge Street for pedestrian/bicycle crossings near existing ped bridge	High	Short-Term	Low	City of Boston

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Pedestrian/Bicycle Accommodations	Install audible push buttons at Franklin Street/Harvard Avenue	High	Short-Term	Low	City of Boston
Pedestrian/Bicycle Accommodations	Trim shrubbery on south side of Cambridge Street	Low	Short-Term	Low	City of Boston
Pedestrian/Bicycle Accommodations	Evaluate installation of crosswalks & curb ramps and/or changes in operational control at off-ramp to Cambridge Street westbound	High	Short-Term	Medium	City of Boston/ MassDOT
Other	Identify and clarify jurisdictional responsibilities for future infrastructure maintenance	Low	Short-Term	Low	City of Boston/ MassDOT

## Appendix A. RSA Audit Team Contact List

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## Participating Audit Team Members

Date: November 20, 2014 Location: Honan-Allston Branch Library, Allston, MA

<b>Audit Team Members</b>	<b>Agency/ Affiliation</b>	<b>Email Address</b>	<b>Phone Number</b>
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Michelle Danila	TDG	<a href="mailto:mdanila@tooledesign.com">mdanila@tooledesign.com</a>	617-619-9910
Lisa Schletzbaum	MassDOT Safety	<a href="mailto:Lisa.schletzbaum@state.ma.us">Lisa.schletzbaum@state.ma.us</a>	857-368-9634
Jim Gillooly	BTD	<a href="mailto:James.gillooly@boston.gov">James.gillooly@boston.gov</a>	617-635-3843
Gerald Hogan	BFD	<a href="mailto:Gerald.hogan@boston.gov">Gerald.hogan@boston.gov</a>	617-840-9975
John Laadt	Mayor's Office	<a href="mailto:John.laadt@boston.gov">John.laadt@boston.gov</a>	617-635-2578
Mike O'Hara	BPD	<a href="mailto:Michaelc.ohara@pd.boston.gov">Michaelc.ohara@pd.boston.gov</a>	617-343-4376
Steve McHugh	BEMS	<a href="mailto:mchugh@bostonems.org">mchugh@bostonems.org</a>	617-343-1110
Tom Tinlin	MassDOT	<a href="mailto:Thomas.Tinlin@state.ma.us">Thomas.Tinlin@state.ma.us</a>	857-368-9662
Amitai Lipton	MassDOT D6	<a href="mailto:Amitai.lipton@state.ma.us">Amitai.lipton@state.ma.us</a>	857-368-6313
David Loutzenheiser	MAPC	<a href="mailto:dloutzenheiser@mapc.org">dloutzenheiser@mapc.org</a>	617-953-0743
Wilson Aleman	BTD	<a href="mailto:Wilson.aleman@boston.gov">Wilson.aleman@boston.gov</a>	617-635-4430
Nicole Freedman	Bikes	<a href="mailto:Nicole.freedman@boston.gov">Nicole.freedman@boston.gov</a>	617-918-4456
Don Burgess	BTD	<a href="mailto:Don.burgess@boston.gov">Don.burgess@boston.gov</a>	617-635-4688
Sandra Clarey	McMahon	<a href="mailto:sclarey@mcmahonassociates.com">sclarey@mcmahonassociates.com</a>	617-556-0020
Phil Viveiros	McMahon	<a href="mailto:pviveiros@mcmahonassociates.com">pviveiros@mcmahonassociates.com</a>	508-823-2245

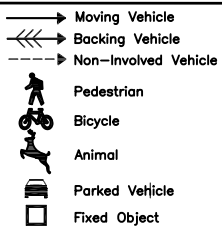
## Appendix B. Detailed Crash Data

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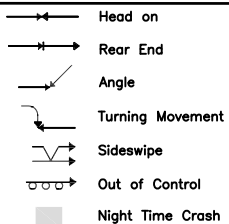


## COLLISION DIAGRAM A

### SYMBOLS



### TYPES OF CRASH



### SEVERITY



## Allston MA

Cambridge Street at Lincoln St., N. Harvard St., and Windom St

REGION: MAPC

TIME PERIOD ANALYZED: 03/05/2011-01/30/2014

SOURCE OF CRASH REPORTS: Boston Police Department

DATE PREPARED: 9/19/2014

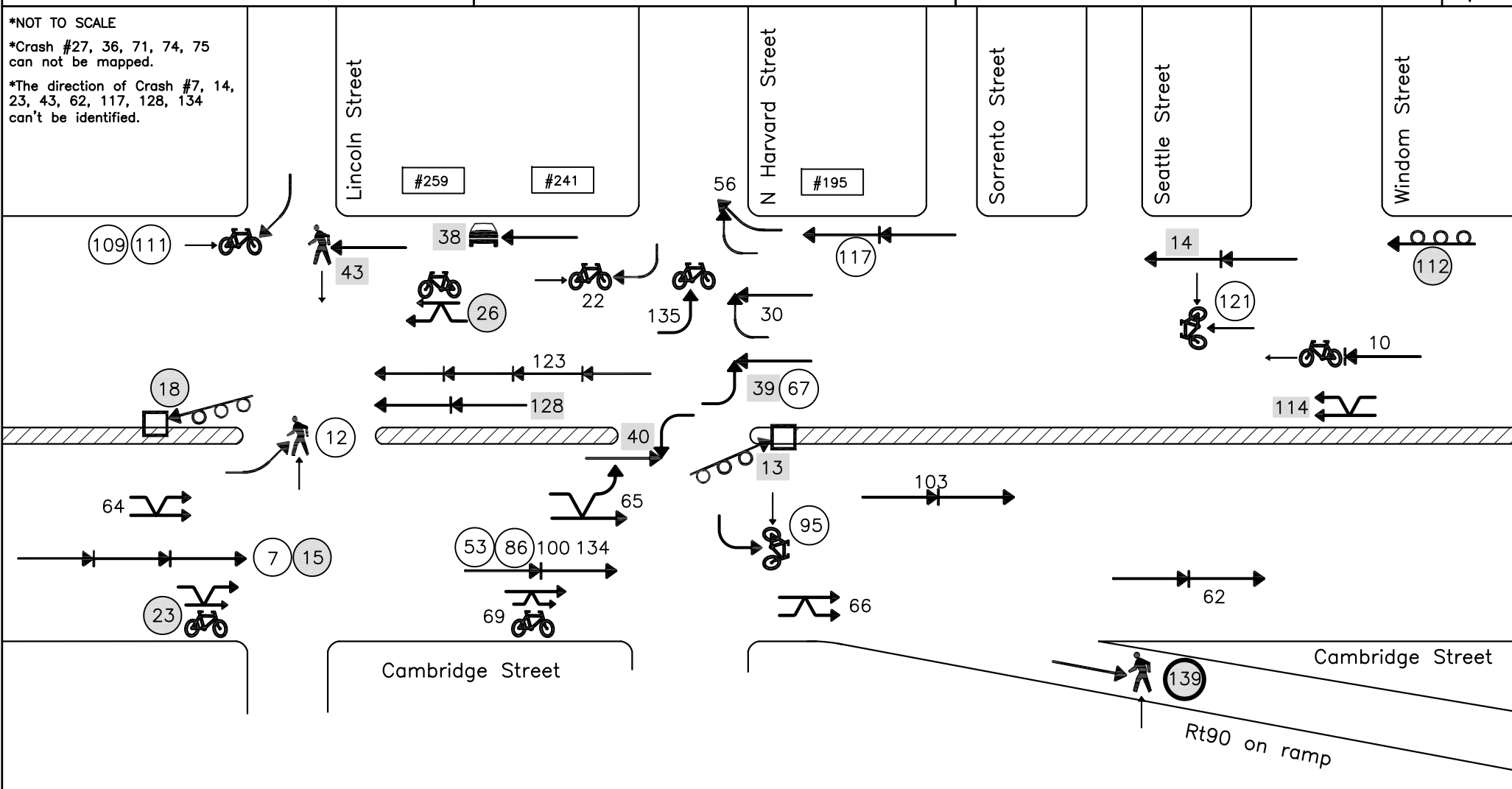
PREPARED BY: Amy



\*NOT TO SCALE

\*Crash #27, 36, 71, 74, 75  
can not be mapped.

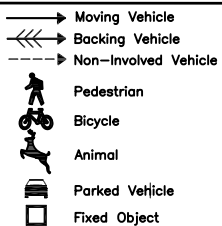
\*The direction of Crash #7, 14,  
23, 43, 62, 117, 128, 134  
can't be identified.



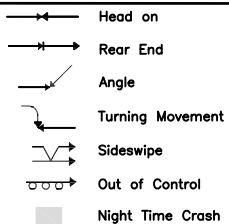


## COLLISION DIAGRAM B

### SYMBOLS



### TYPES OF CRASH



### SEVERITY



## Allston, MA

Cambridge Street at Franklin St., Harvard Ave., Highgate St., Linden St.

REGION: MAPC

TIME PERIOD ANALYZED: 1/8/2011-6/19/2014

SOURCE OF CRASH REPORTS: Boston Police Department

DATE PREPARED: 9/19/2014

PREPARED BY: Amy



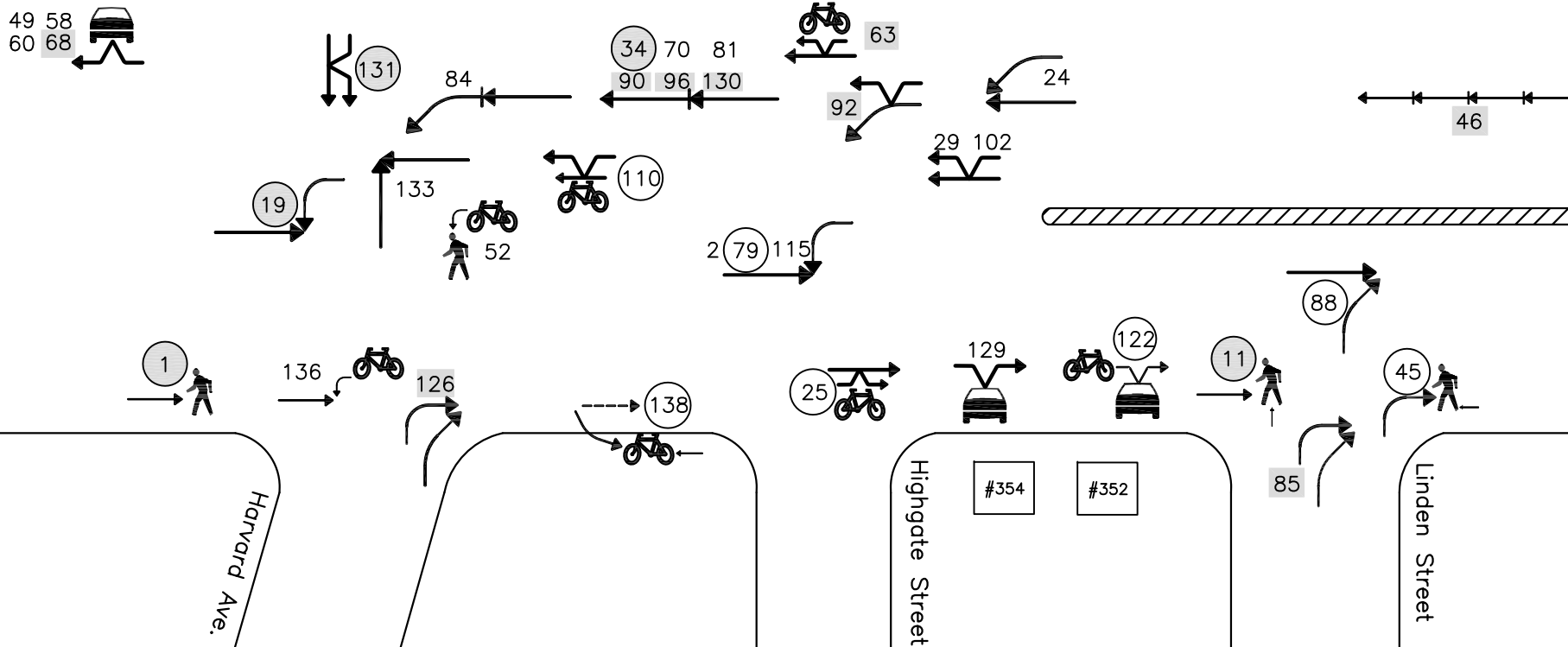
\*NOT TO SCALE

\*Crash #50, 77, 101, 104, 120 can't be mapped.

\*The direction of crash #34, 81, 90, 96, 130 can't be identified.

\*For crash #52, we don't normally include crashes that do not involve a vehicle.

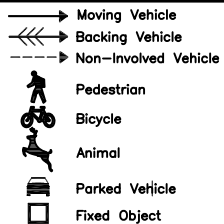
\*The location and direction of Crash #49, 58, 60, 68 can't be identified.



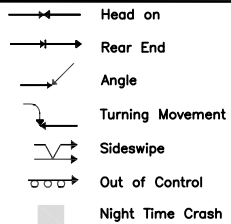


## COLLISION DIAGRAM C

### SYMBOLS



### TYPES OF CRASH



### SEVERITY



## Allston, MA

Cambridge Street at N. Beacon St. and Brighton Ave.

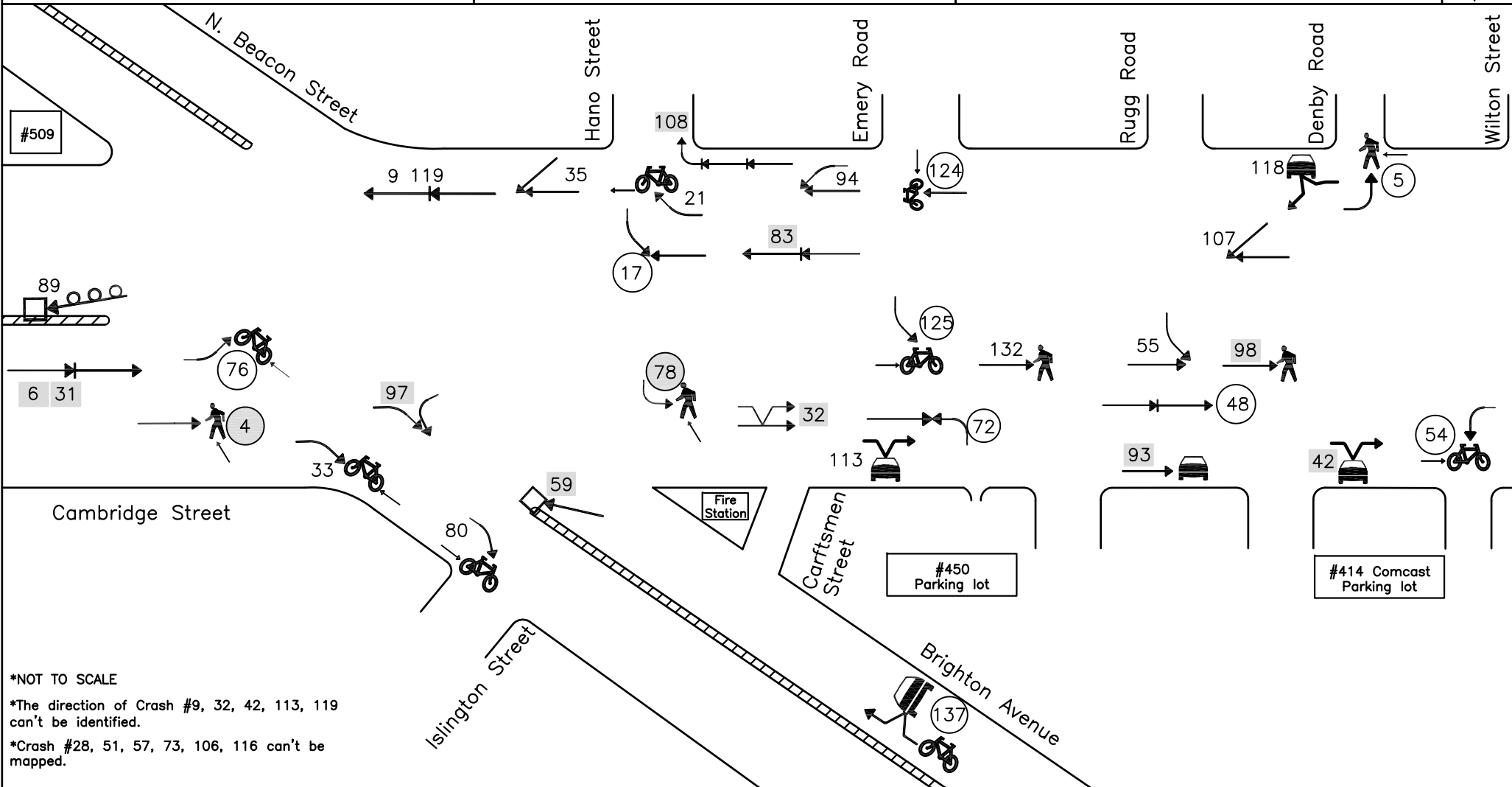
REGION: MAPC

TIME PERIOD ANALYZED: 7/28/2011- 5/25/2014

SOURCE OF CRASH REPORTS: Boston Police Department

DATE PREPARED: 9/22/2014

PREPARED BY: Amy



\*NOT TO SCALE

\*The direction of Crash #9, 32, 42, 113, 119 can't be identified.

\*Crash #28, 51, 57, 73, 106, 116 can't be mapped.



## COLLISION DIAGRAM D

### SYMBOLS

- Moving Vehicle
- Backing Vehicle
- Non-Involved Vehicle
- Pedestrian
- Bicycle
- Animal
- Parked Vehicle
- Fixed Object

### TYPES OF CRASH

- Head on
- Rear End
- Angle
- Turning Movement
- Sideswipe
- Out of Control
- Night Time Crash

### SEVERITY

- Injury
- Fatal

## Allston, MA

Cambridge Street at Saunders St. and Gordon St.

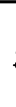
REGION: MAPD

TIME PERIOD ANALYZED: 1/1/2011 - 10/1/2013

SOURCE OF CRASH REPORTS: Boston Police Department

DATE PREPARED: 10/10/2014

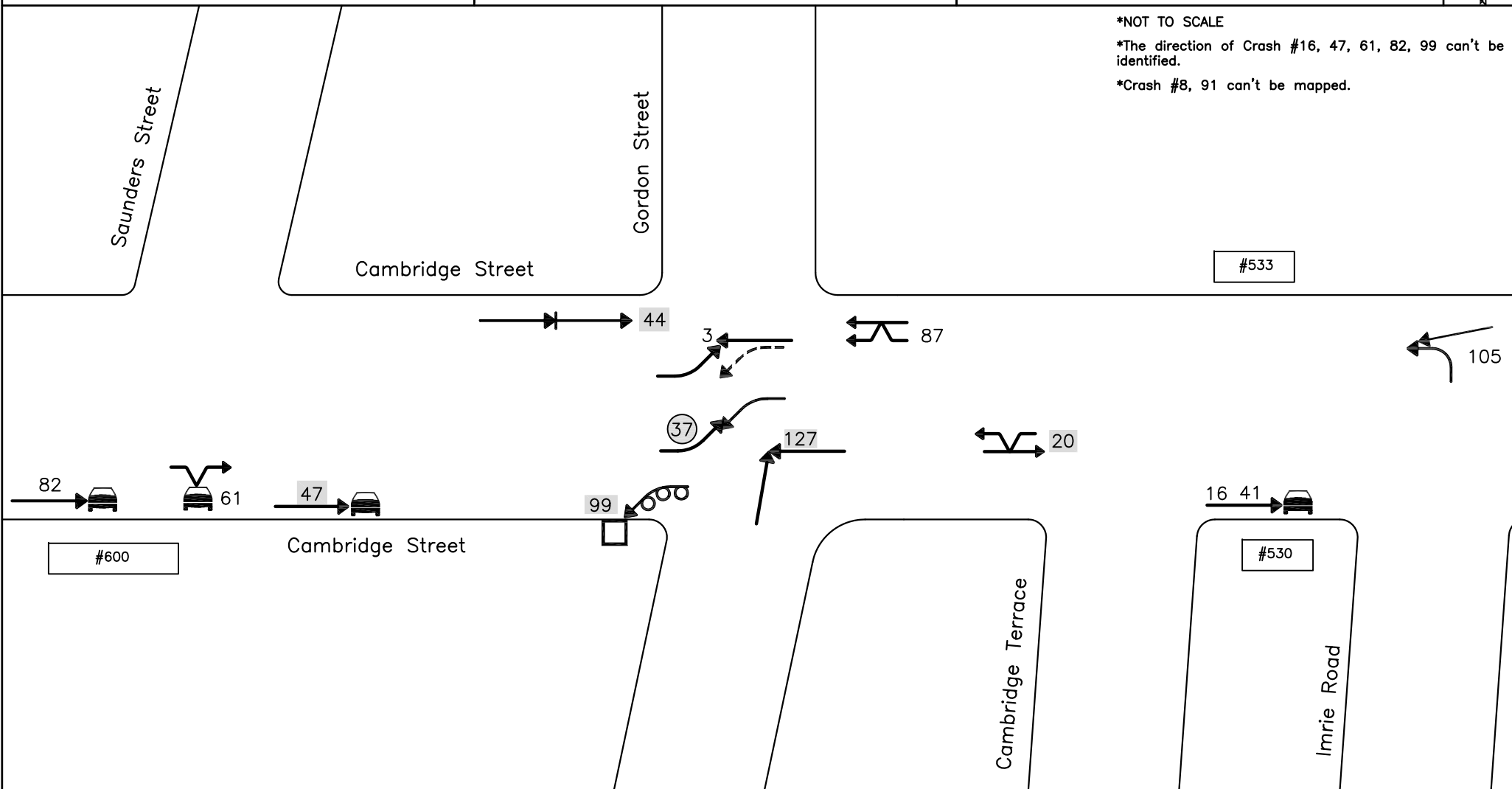
PREPARED BY: Amy Black



\*NOT TO SCALE

\*The direction of Crash #16, 47, 61, 82, 99 can't be identified.

\*Crash #8, 91 can't be mapped.



# Crash Data Summary Table

Cambridge Street, Allston, MA  
01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date m/d/y	Crash Day	Time of Day	Manner of Collision Type	Light Condition Type	Weather Condition Type	Diagram	Comments
1	1/8/11	Saturday	8:22 PM	Single Vehicle Crash	Dark - lighted roadway	Snow	B	A six year old girl crossing Cambridge St. bridge near Harvard Ave. with her parents was struck by a car. Pedestrian travel direction is unknown. Vehicle was traveling on EB on Cambridge St. Hit and run.
2	1/9/11	Sunday	11:13 AM	Angle	Daylight	Unknown	B	V1 turned abruptly in front of V2 and V2 did not have time to stop.
3	1/9/11	Sunday	1:40 PM	Angle	Daylight	Clear	D	Both V1 and V2 were turning left onto Gordon St. from opposite directions when V3 passed V2 and struck V1.
4	1/10/11	Monday	7:00 PM	Single Vehicle Crash	Dark - Lighted Roadway	Clear	C	Pedestrian was crossing Cambridge St. when a vehicle struck victim's feet and sped away. Hit and run.
5	1/15/11	Saturday	10:00 AM	Single Vehicle Crash	Daylight	Clear	C	Pedestrian was walking on Cambridge St. While pedestrian was crossing Denby Rd. vehicle turned left onto Denby and struck pedestrian.
6	1/27/11	Thursday	6:45 PM	Rear-end	Dark - Lighted Roadway	Clear	C	V2 Rear-ended V1 twice while attempting to pass. Hit and run.
7	2/12/11	Saturday	5:05 PM	Rear-end	Daylight	Cloudy	A	3-vehicle chain reaction
8	2/20/11	Sunday	2:00 AM	Parked Car	Dark - Lighted Roadway	Clear	D	Vehicle struck a parked vehicle at intersection of Gordon St. Hit and run.
9	2/26/11	Saturday	4:30 PM	Rear-end	Dark - Lighted Roadway	Clear	C	V1 was rear-ended. Hit and run.
10	3/5/11	Saturday	1:20 PM	Single Vehicle Crash	Daylight	Clear	A	Cyclist was riding outbound on Cambridge St. by Windom St. intersection, V1 struck the cyclist from behind.
11	4/15/11	Friday	8:35 PM	Single Vehicle Crash	Dark - roadway not lighted	Clear	B	V1 was traveling WB on Cambridge St. An intoxicated pedestrian was suddenly walking in the middle of the street. V1 operator could not stop in time and struck the pedestrian.
12	4/16/11	Saturday	2:35 PM	Single Vehicle Crash	Daylight	Cloudy	A	V1 was traveling EB on Cambridge St. attempting to make a left turn onto Lincoln St. A pedestrian was walking fast while crossing Cambridge St. V1 struck the pedestrian while making the turn.
13	4/17/11	Sunday	7:54 PM	Angle	Dark - Lighted Roadway	Clear	A	Vehicle lost power steering, struck traffic light and light pole, knocking down and damaging both.
14	5/14/11	Saturday	2:41 AM	Rear-end	Dark - Lighted Roadway	Clear	A	V1 rear-ended by V2 while slowing for grooved pavement.
15	5/20/11	Friday	2:21 AM	Rear-end	Dark - Lighted Roadway	Rain	A	V1 was stopped at red light. 3-vehicle rear-end crash chain reaction.
16	5/21/11	Saturday	11:25 AM	Parked Car	Daylight	Unknown	D	Parked vehicle was struck and mirror was knocked off. Hit and run.
17	5/25/11	Wednesday	9:20 AM	Angle	Daylight	Clear	C	V1 struck another V2 that was turning out of Hano St.
18	6/29/11	Wednesday	11:45 PM	Angle	Dark - Lighted Roadway	Clear	A	V1 struck median strip, hit and knocked down traffic control light and street light pole, which then fell onto another vehicle.
19	7/8/11	Friday	11:38 PM	Unknown	Dark - roadway not lighted	Rain	B	V2 never looked before initiating turn onto Harvard Ave.
20	7/20/11	Wednesday	2:17 AM	Sideswipe, opposite direction	Dark - Lighted Roadway	Clear	D	V1 crossed the center line and sideswiped V2 that was traveling in the opposite direction. V1 operator was charged with OUI.
21	7/28/11	Thursday	6:48 PM	Single Vehicle Crash	Daylight	Clear	C	V1 and the cyclist were both traveling WB on Cambridge St. V1 was trying to make a right turn onto Hano St. Both entered the intersection simultaneously and V1 sideswiped the cyclist.
22	8/1/11	Monday	10:53 AM	Single Vehicle Crash	Daylight	Clear	A	V1 was traveling SB on North Harvard St. and attempted to make a right turn onto Cambridge St. Cyclist was riding NB on Cambridge St. against traffic. V1 struck cyclist while making the turn.
23	8/31/11	Wednesday	3:16 AM	Single Vehicle Crash	Dark - lighted roadway	Clear	A	Cyclist was riding on Cambridge St. towards Lincoln St. A vehicle traveling at a high rate speed sideswiped the bicyclist causing the cyclist to lose control and tossing her on the ground.
24	9/1/11	Thursday	3:14 PM	Angle	Daylight	Clear	B	V1 by U-Haul (V2) while attempting to merge into left lane to make a left turn onto Highgate St. Hit and run.
25	9/2/11	Friday	7:39 AM	Single Vehicle Crash	Daylight	Clear	B	Both V1 and cyclist were traveling EB on Cambridge St. The cyclist was trying to change from the right side of the roadway to the left and collided with V1's right fender near Highgate St.
26	9/4/11	Sunday	1:21 AM	Single Vehicle Crash	Dark - lighted roadway	Clear	A	Cyclist was traveling WB on Cambridge St. V1 sideswiped the handle of the bike causing the cyclist to lose control near the intersection of Lincoln St.
27	9/5/11	Monday	10:47 PM	Angle	Dark - Lighted Roadway	Cloudy	A	Struck a signal light pole at North Harvard St.
28	9/21/11	Wednesday	5:22 AM	Angle	Dark - Lighted Roadway	Rain	C	Struck a signal light pole at North Beacon St.
29	9/23/11	Friday	4:10 PM	Sideswipe, same direction	Daylight	Unknown	B	V1 was sideswiped by V2 that entered its lane. Hit and run.
30	10/7/11	Friday	4:00 PM	Angle	Daylight	Clear	A	V1 was traveling in right lane when V2 (truck) in the middle lane cut across right lane to turn onto Harvard St. Hit and run.
31	10/16/11	Sunday	2:45 AM	Rear-end	Dark - Lighted Roadway	Clear	C	V1 (taxi) pulled over for fare and was rear-ended by V2. Hit and run.
32	10/25/11	Tuesday	12:00 PM	Parked Car	Dark - unknown roadway lighting	Clear	C	V1 was struck by an unknown vehicle. Hit and run.
33	11/1/11	Tuesday	9:11 AM	Single Vehicle Crash	Daylight	Clear	C	Cyclist was trying to cross Cambridge St. towards the Twin Dounts Shop on a green crosswalk signal. V1 traveling EB on Cambridge St. accelerated and made a right turn on red (posted no turn on red), then struck the cyclist.
34	11/12/11	Saturday	5:25 PM	Rear-end	Dark - Lighted Roadway	Clear	B	V1 rear-ended by V2 while stopped at Harvard Ave traffic signal. Operator of V2 was OUI.
35	11/30/11	Wednesday	1:15 PM	Angle	Daylight	Clear	C	V1 (double parked truck) started moving at traffic light and struck V2 that was in left lane. Hit and run.
36	12/11/11	Sunday	12:30 AM	Parked Car	Dark - unknown roadway lighting	Unknown	A	V1 struck while parked. Hit and run.
37	12/31/11	Saturday	10:09 PM	Angle	Dark - Lighted Roadway	Cloudy	D	V1 (scooter) claims that V2 (minivan) ran red light causing crash.
38	1/1/12	Sunday	9:00 PM	Parked Car	Dark - unknown roadway lighting	Unknown	A	V1 struck while parked. Hit and run.
39	1/12/12	Thursday	10:00 PM	Angle	Dark - Lighted Roadway	Unknown	A	While driving WB through the intersection of Cambridge St and North Harvard St. on a green light V1 was struck by V2 who ran a red light.
40	1/13/12	Friday	10:20 PM	Angle	Dark - Lighted Roadway	Unknown	A	While driving EB through the intersection of Cambridge St and North Harvard St., vehicle was struck by another vehicle traveling in the opposite direction that ran a red light and turned left.
41	1/14/12	Saturday	1:00 PM	Parked Car	Unknown	Unknown	D	V1 struck while parked. Hit and run.
42	1/19/12	Thursday	5:00 PM	Parked Car	Dark - Lighted Roadway	Unknown	C	V1 struck while parked. Hit and run.
43	1/20/12	Friday	5:05 PM	Single Vehicle Crash	Dark, unknown roadway lighting	Unknown	A	V1 operator saw the pedestrian crossing the street, but failed to stop the vehicle in time, causing the pedestrian to be struck. Vehicle travel direction is unknown.
44	1/22/12	Sunday	2:15 AM	Rear-end	Dark - Lighted Roadway	Clear	D	V1 rear-ended while stopped at red light. Hit & run.

# Crash Data Summary Table

Cambridge Street, Allston, MA  
01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date m/d/y	Crash Day	Time of Day	Manner of Collision Type	Light Condition Type	Weather Condition Type	Diagram	Comments
								Pedestrian was walking WB on the sidewalk of Cambridge St. V1 was traveling NB on Linden St. trying to make a right turn onto Cambridge St. V1 operator did not check the right side and struck the pedestrian who was crossing Linden St. .
45	2/17/12	Friday	8:33 AM	Single Vehicle Crash	Daylight	Cloudy	B	
46	2/17/12	Friday	6:58 PM	Rear-end	Dark - Lighted Roadway	Clear	B	4-vehicle chain reaction due to stopped traffic.
47	3/1/12	Thursday	12:00 PM	Parked Car	Dark - roadway not lighted	Rain	D	V1 struck while parked. Hit and run. Possibly hit by a plow.
48	3/6/12	Tuesday	8:54 AM	Rear-end	Daylight	Clear	C	V1 rear-ended V2 (a school bus).
49	3/7/12	Wednesday	5:57 PM	Parked Car	Dusk	Clear	B	V1 struck while parked. Hit and run.
50	3/16/12	Friday	2:32 AM	Single Vehicle Crash	Dark - lighted roadway	Clear	B	Cyclist was traveling WB on Cambridge St. about to make a left turn on Highgate St. when he heard a car horn and was struck. Vehicle was traveling in an unknown direction.
51	4/5/12	Thursday	3:31 PM	Single Vehicle Crash	Daylight	Clear	C	Cyclist was struck by a car while traveling on Cambridge St. towards Harvard Ave. (450 Cambridge St.)
52	4/9/12	Monday	10:04 AM	Unknown	Daylight	Cloudy	B	Cyclist was traveling WB on Cambridge St. and ran through a red light trying to make a left turn onto Harvard Ave. A police officer was in the middle of the intersection & hand signaled the cyclist to stop, but the cyclist swerved around the officer and struck him. *We do not normally include crashes that do not involve a vehicle*
53	4/12/12	Thursday	5:40 PM	Rear-end	Daylight	Unknown	A	V1 rear-ended by V2 while waiting for left turn arrow at North Harvard St.
54	4/17/12	Tuesday	6:25 PM	Single Vehicle Crash	Daylight	Clear	C	V1 was traveling WB on Cambridge St. and was attempting to make a left turn into the Comcast parking lot and struck a cyclist who was traveling EB on Cambridge St.
55	4/26/12	Thursday	12:51 PM	Angle	Daylight	Clear	C	V1 was traveling EB on Cambridge St. and was struck by V2 who was turning out of Rugg Rd. V1 hit a parked car as a result of the crash.
56	5/4/12	Friday	7:05 AM	Angle	Daylight	Cloudy	A	V1 collided with V2 (truck) when they were both turning right onto North Harvard St. from Cambridge St.
57	5/5/12	Saturday	2:44 AM	Single Vehicle Crash	Dark - Lighted Roadway	Rain	C	V1 collided with traffic light post. Hit and run.
58	5/5/12	Saturday	1:15 PM	Parked Car	Daylight	Cloudy	B	V1 struck while parked. Hit and run. Only intersection was given.
59	5/13/12	Sunday	10:11 PM	Single Vehicle Crash	Dark - Lighted Roadway	Unknown	C	V1 drove into street lamp. Operator was unlicensed but had a learner's permit.
60	5/19/12	Saturday	9:30 AM	Parked Car	Daylight	Clear	B	V1 struck while parked. Hit and run.
61	5/31/12	Thursday	3:11 PM	Parked Car	Daylight	Snow	D	V1 struck by V2 (school bus) while parked.
62	6/1/12	Friday	8:28 AM	Rear-end	Daylight	Clear	A	V2 rear-ended V1 (school bus) that was stopped at Windom St. traffic signal.
63	6/3/12	Sunday	8:07 PM	Single Vehicle Crash	Dark - lighted roadway	Rain	B	V1 was traveling WB on Cambridge St. when a cyclist was veered into his lane. V1 could not stop in time and struck the cyclist.
64	6/10/12	Sunday	6:10 PM	Angle	Daylight	Unknown	A	V1 cut off V2 and they collided. Hit and run.
65	6/17/12	Sunday	6:25 PM	Sideswipe, same direction	Daylight	Unknown	A	V1 struck by V2 that was going to turn left onto North Harvard St. but changed mind at last second. Hit and run.
66	6/28/12	Thursday	11:15 AM	Sideswipe, same direction	Daylight	Clear	A	V1 by V2 that attempted to pass on the right. Operator of V2 was deaf and mute.
67	7/5/12	Thursday	3:12 PM	Angle	Daylight	Unknown	A	V1 made a left hand turn from Cambridge St. onto North Harvard St. without failing to yield to right of way and hit V2.
68	7/9/12	Monday	7:30 PM	Parked Car	Dark - Lighted Roadway	Clear	B	V1 struck while parked. Hit and run.
69	7/20/12	Friday	5:53 PM	Single Vehicle Crash	Daylight	Unknown	A	Cyclist was riding EB on Cambridge St. by North Harvard St. and signaled to change lanes when he was cut off and srtruck by a SUV. Hit and run.
70	7/31/12	Tuesday	7:20 PM	Rear-end	Daylight	Cloudy	B	V1 rear-ended at Harvard St. by V2. There was a line of traffic at the intersection.
71	8/8/12	Wednesday	2:14 PM	Parked Car	Daylight	Clear	A	V1 struck while parked. Hit and run.
72	8/8/12	Wednesday	7:20 PM	Angle	Dusk	Dusk	C	V1 (motorcycle) hit by V2 while turning left out of parking lot. Hit and run.
73	8/28/12	Tuesday	12:57 AM	Single Vehicle Crash	Dark - lighted roadway	Clear	C	Cyclist was highly intoxicated. Hit and run.
74	8/28/12	Tuesday	1:47 PM	Parked Car	Daylight	Clear	A	Operator of V1 did not feel well and struck 2 parked vehicles.
75	8/30/12	Thursday	9:49 AM	Single Vehicle Crash	Daylight	Unknown	A	A pedestrian was struck by a motor vehicle at Cambridge St. near North Harvard St.
76	9/1/12	Saturday	7:38 AM	Single Vehicle Crash	Daylight	Clear	C	V1 was traveling EB on Cambridge St. in the intersection of North Beacon St. but couldn't stop in time and struck a cyclist who was crossing Cambridge St.
77	9/1/12	Saturday	8:00 PM	Parked Car	Dark - unknown roadway lighting	Unknown	B	V1 struck while parked. Hit and run.
78	9/4/12	Tuesday	11:10 PM	Single Vehicle Crash	Dark - lighted roadway	Cloudy	C	V1 was traveling on Hano St. proceeded to take left turn onto Cambridge St. While making the turn, the operator was unable to stop in time and struck a pedestrian who was crossing the street.
79	9/9/12	Sunday	2:05 PM	Angle	Daylight	Clear	B	V1 hit by V2 which was turning left onto Highgate St.
80	9/13/12	Thursday	6:37 AM	Single Vehicle Crash	Daylight	Clear	C	V1 was traveling EB on Cambridge St. trying to make a right turn onto Islington St. Cyclist was traveling the same direction at a high rate of the speed. Cyclist could not stop in time and struck V1.
81	9/23/12	Sunday	1:30 PM	Rear-end	Daylight	Clear	B	V1 rear-ended by V2 at Harvard Ave intersection. Hit and run.
82	9/25/12	Tuesday	5:00 PM	Parked Car	Daylight	Cloudy	D	V1 struck while parked. Hit and run.
83	9/27/12	Thursday	9:55 PM	Rear-end	Dark - Lighted Roadway	Clear	C	V1 stopped for pedestrian who was not crossing street in crosswalk and was rear-ended by V2.
84	10/19/12	Friday	3:50 PM	Angle	Daylight	Rain	B	Operator of V1 claims it was struck on bumper by V2 (bus) while turning left onto Harvard Ave. Hit and run.
85	10/21/12	Sunday	8:42 PM	Angle	Dark - Lighted Roadway	Cloudy	B	V1 was stopped to make a right from Linden St. and V2 attempted to pass to also make a right but vehicles collided and V2 drove on top of V1.
86	10/23/12	Tuesday	11:11 AM	Rear-end	Daylight	Clear	A	V1 and V2 were both traveling on Cambridge St. towards Cambridge. V2 attempted to make a left turn from a no turn lane. V1 attempted to stop but did not have time.
87	10/25/12	Thursday	5:15 PM	Angle	Dusk	Unknown	D	V1 was struck by V2 while traveling through Gordon St. intersection. Hit and run.
88	10/26/12	Friday	10:37 AM	Angle	Daylight	Clear	B	V1 struck by V2 who was making a right turn out of Linden St.
89	10/26/12	Friday	4:22 PM	Angle	Daylight	Clear	C	Operator of V1 possibly fell asleep (suffers from sleep apnea), struck the median curb and then the traffic sign.
90	10/28/12	Sunday	12:25 AM	Rear-end	Dark - roadway not lighted	Clear	B	
91	11/8/12	Thursday	7:00 AM	Parked Car	Dark - unknown roadway lighting	Unknown	D	V1 struck while parked. Hit and run.
92	11/17/12	Saturday	11:15 PM	Sideswipe, same direction	Dark - Lighted Roadway	Unknown	B	V2 attempted to pass V1 on the right and misjudged distance. Hit and run.

# Crash Data Summary Table

Cambridge Street, Allston, MA  
01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Diagram	Comments
93	11/22/12	Thursday	12:15 AM	Parked Car	Dark - Lighted Roadway	Clear	C	V1 and V2 struck while parked by V3.
94	11/27/12	Tuesday	2:05 PM	Angle	Daylight	Rain	C	V1 struck V2 (school bus) while attempting to turn left from right lane.
95	12/6/12	Thursday	8:51 AM	Single Vehicle Crash	Daylight	Clear	A	V1 was turning left onto Cambridge St. from North Harvard St. The cyclist was in the center island attempting to cross the EB Lane of Cambridge St. Cyclist was hit while V1 was turning.
96	12/17/12	Monday	6:24 PM	Rear-end	Dark - roadway not lighted	Unknown	B	
97	12/20/12	Thursday	9:26 PM	Angle	Dark - Lighted Roadway	Unknown	C	V1 and V2 collided in intersection while attempting to turn onto Brighton Ave. from opposite directions.
98	2/4/13	Monday	6:57 PM	Single Vehicle Crash	Dark - lighted roadway	Clear	C	V1 was traveling EB on Cambridge St. and struck a pedestrian near 437 Cambridge Street. Pedestrian travel direction is unknown.
99	3/9/13	Saturday	12:00 AM	Single Vehicle Crash	Dark - unknown roadway lighting	Unknown	D	V1 drove into a building. Hit and run.
100	3/9/13	Saturday	1:30 PM	Rear-end	Daylight	Cloudy	A	V1 rear-ended while stopped at North Harvard St. intersection by V2.
101	3/10/13	Sunday	3:11 AM	Unknown	Dark - Lighted Roadway	Unknown	B	
102	4/1/13	Monday	4:20 PM	Sideswipe, same direction	Daylight	Clear	B	V1 (MBTA bus) struck V2 while attempting to change lanes. Hit and run.
103	4/9/13	Tuesday	9:10 AM	Rear-end	Daylight	Clear	A	Hit and run.
104	4/25/13	Thursday	7:00 AM	Parked Car	Unknown	Unknown	B	While V1 was parked on Harvard Ave. near Cambridge St. (not known where vehicle was parked) a cyclist struck the driver's side mirror and the bicycle collided into the driver's door.
105	5/8/13	Wednesday	2:00 PM	Angle	Daylight	Clear	D	Two vehicles collided when V1 turned left out of Imrie St. and V2 pulled out of parking spot on Cambridge St. at the same time.
106	5/9/13	Thursday	6:48 AM	Single Vehicle Crash	Unknown	Unknown	C	Fatal crash - unknown manner of collision (460 Cambridge St.).
107	5/17/13	Friday	1:55 PM	Angle	Daylight	Unknown	C	V1 was struck by V2 that was pulling out of a parking space. Hit and run.
108	5/31/13	Friday	11:00 PM	Rear-end	Dark - Lighted Roadway	Unknown	C	V2, who was behind V1, stopped to allow V1 to turn right onto Hano St. and was rear-ended by V3 causing a chain reaction.
109	6/8/13	Saturday	4:47 PM	Single Vehicle Crash	Daylight	Clear	A	V1 was traveling SB on Lincoln St. and attempted to make a right turn onto Cambridge St. Cyclist was traveling east against traffic on Cambridge St. As the cyclist rode through the intersection, V1 operator made the turn and struck the cyclist.
110	7/11/13	Thursday	11:59 AM	Single Vehicle Crash	Daylight	Clear	B	V1 was traveling WB on Cambridge St. and struck a cyclist when she changed lanes from right to left.
111	7/16/13	Tuesday	2:00 PM	Single Vehicle Crash	Daylight	Clear	A	Cyclist was traveling east on Cambridge St against traffic. V1 pulled out from Lincoln St. trying to make a right onto Cambridge St. and struck the cyclist that was traveling in the wrong direction.
112	7/31/13	Wednesday	2:20 AM	Single Vehicle Crash	Dark - Lighted Roadway	Clear	A	V1 (motorcycle) lost control and flipped onto its side. Operator did not have a motorcycle license.
113	8/3/13	Saturday	3:40 PM	Rear-end	Daylight	Unknown	C	V1 struck V2 vehicle while parking. Hit and run.
114	8/4/13	Sunday	2:46 AM	Sideswipe, same direction	Dark - Lighted Roadway	Clear	A	V1 was struck by V2 that was attempting to change lanes.
115	8/5/13	Monday	11:54 AM	Angle	Daylight	Clear	B	V1 was traveling straight on Cambridge St. UPS truck (uninvolved vehicle) pulled out of Highgate St. and obscured view of V2 who was turning onto Highgate St.
116	8/16/13	Friday	10:30 AM	Rear-end	Daylight	Unknown	C	V2 rolled back into another V1. Hit and run.
117	8/28/13	Wednesday	1:40 PM	Rear-end	Daylight	Unknown	A	
118	9/10/13	Tuesday	8:56 AM	Parked Car	Daylight	Cloudy	C	V1 (tractor trailer) struck V2 (a parked vehicle) while turning left into a parking lot.
119	9/16/13	Monday	3:21 PM	Rear-end	Daylight	Clear	C	V2 struck rear of V1 (a fire truck) and fled. Hit and run.
120	9/17/13	Tuesday	7:20 AM	Angle	Daylight	Clear	B	V1 struck by V2, spun around, and knocked into two other motor vehicles. V1 may have cut in front of V2.
121	9/18/13	Wednesday	5:43 PM	Single Vehicle Crash	Daylight	Clear	A	Cyclist was traveling SB of Windom St. and was attempting to cross Cambridge St. V1 was traveling WB on Cambridge St. had a green light and struck cyclist.
122	10/1/13	Tuesday	11:52 AM	Dooring	Daylight	Clear	B	V1 parked at 352 Cambridge St. Operator opened the side door which caused cyclist who was riding EB on Cambridge St. hit the door and fall.
123	10/4/13	Friday	2:39 PM	Rear-end	Daylight	Rain	A	4 vehicle rear-end chain reaction crash. There was traffic at the time of the crash.
124	10/6/13	Sunday	5:43 PM	Single Vehicle Crash	Dusk	Rain	C	Cyclist was attempting to cross Cambridge St. from Emery St. towards Craftsman St. and was struck by V1, which was traveling WB on Cambridge St. and did not see the cyclist.
125	11/2/13	Saturday	2:22 PM	Single Vehicle Crash	Daylight	Unknown	C	Vehicle pulled out of Emery Rd. and struck bicyclist, who fell off his bike, hitting his head and hurting his ankle.
126	11/6/13	Wednesday	10:26 AM	Angle	Dark - Lighted Roadway	Cloudy	B	V1 was turning right from the right lane, and V2 struck V1 while attempting to turn right from the left lane. Hit and run.
127	11/11/13	Monday	7:50 PM	Angle	Dark - Lighted Roadway	Clear	D	V1 was struck by V2 exiting Gordon St through a possible red traffic light.
128	11/15/13	Friday	1:30 AM	Rear-end	Dark - Lighted Roadway	Clear	A	V1 was rear-ended while stopped at Lincoln St. traffic light. Hit and run.
129	11/15/13	Friday	7:25 AM	Parked Car	Daylight	Clear	B	V1 struck while parked. Hit and run.
130	11/26/13	Tuesday	5:30 PM	Rear-end	Dark - Lighted Roadway	Rain	B	V1 was rear-ended while stopping to let pedestrian cross in crosswalk. Hit and run.
131	11/26/13	Tuesday	6:30 PM	Sideswipe, same direction	Dark - Lighted Roadway	Rain	B	V1 and V2 sideswiped each other in traffic at the intersection of Harvard Ave. and Cambridge St. V1 got into another crash while pulling vehicle onto Farrington Ave. minutes later which is out of area.
132	12/1/13	Sunday	1:10 AM	Single Vehicle Crash	Unknown	Unknown	C	Crash occurred around 442 Cambridge St. V1 was traveling EB on Cambridge St. and could not stop in time and struck a pedestrian who ran across the street.
133	12/2/13	Monday	7:47 AM	Angle	Daylight	Unknown	B	V1 was struck by V2 while traveling through Harvard Ave intersection. Not clear which vehicle had the red light.
134	12/4/13	Wednesday	3:20 PM	Rear-end	Daylight	Cloudy	A	V1 was rear-ended by V2 while stopped at North Harvard St. intersection. Hit and run.
135	1/30/14	Thursday	9:46 AM	Single Vehicle Crash	Daylight	Clear	A	V1 was traveling EB on Cambridge St. attempting to make a left turn on to North Harvard St. and struck a cyclist. Unknown cyclist direction.
136	5/1/14	Thursday	10:28 AM	Single Vehicle Crash	Daylight	Cloudy	B	Cyclist was making a left turn from Cambridge St. onto Harvard Ave. without yielding to the incoming traffic, and was struck by V1.
137	5/25/14	Sunday	11:50 AM	Dooring	Daylight	Clear	C	Cyclist was traveling WB on Brighton Ave towards North Beacon St. The operator of a parked car opened the vehicle door and cyclist struck the door.

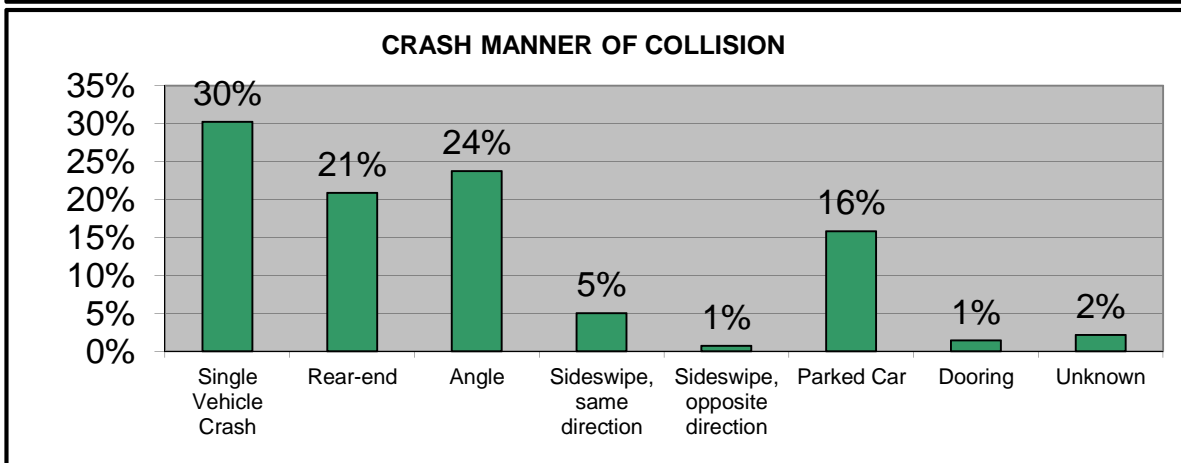
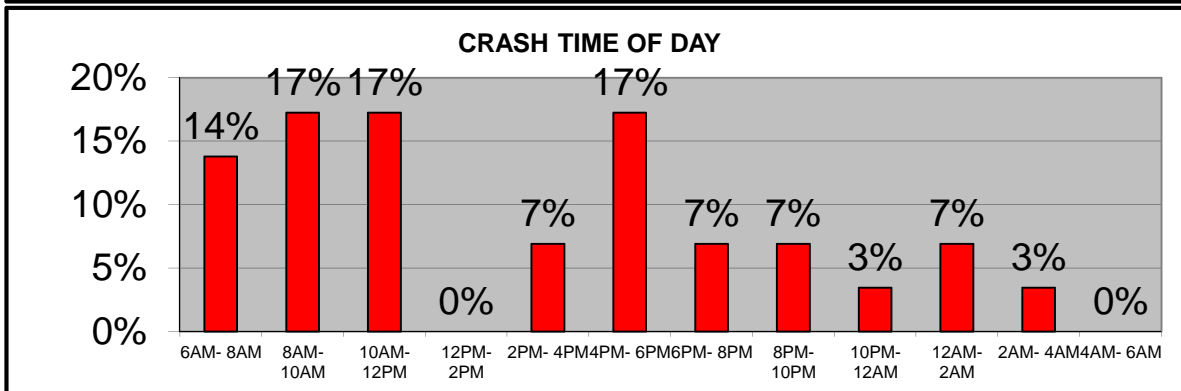
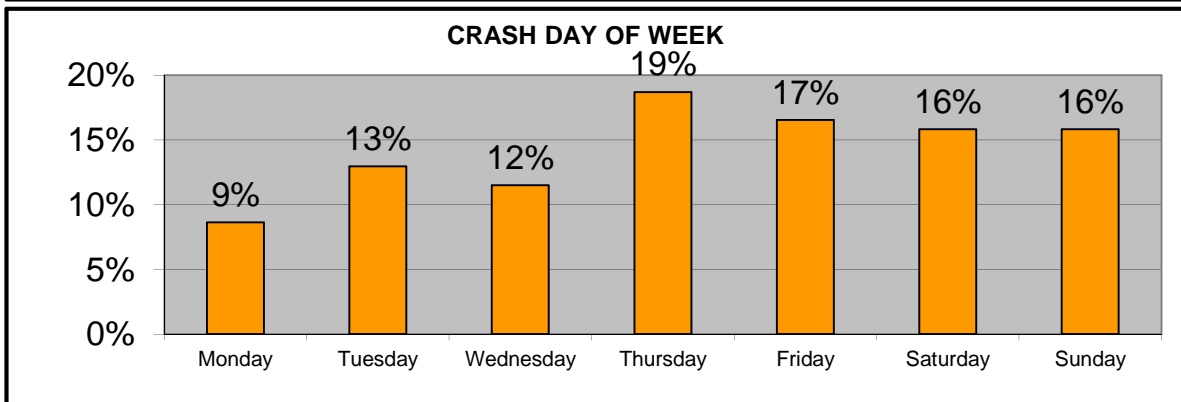
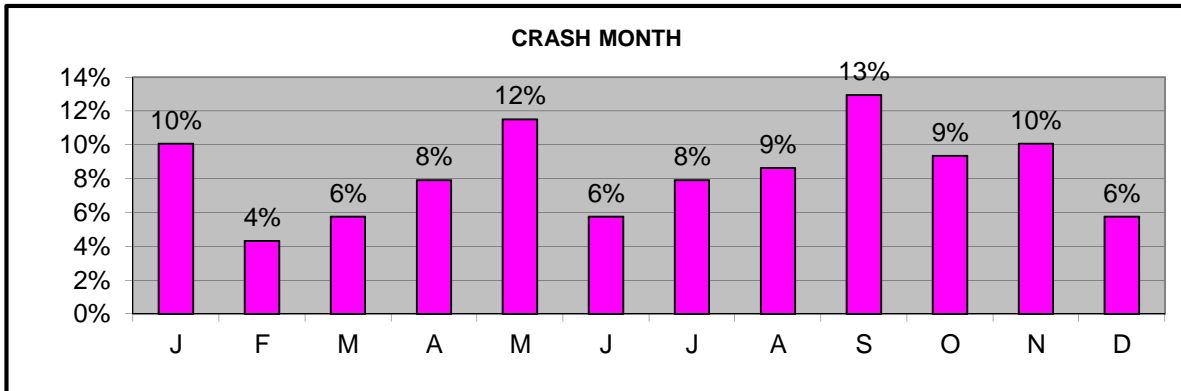
## Crash Data Summary Table

Cambridge Street, Allston, MA  
01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Diagram	Comments
138	6/19/14	Thursday	8:12 AM	Single Vehicle Crash	Daylight	Clear	B	V1 and V2 were both traveling the right lane on EB on Cambridge St. near Highgate St. An unknown vehicle suddenly cut off V1 in the left lane. V1 operator slammed on the brakes to avoid hitting the unknown vehicle. To avoid a collision with V1, V2 swerved onto the sidewalk where it struck a cyclist who was traveling in the opposite direction.
139	7/16/14	Wednesday	9:00 PM	Single Vehicle Crash	Dark - lighted roadway	Cloudy	A	Fatal Crash - V1 was traveling EB on Cambridge St. and entered Rte. 90 on ramp in the left lane. Upon entering the roadway, V1 struck a pedestrian who was running across the roadway.

Summary based on Crash Reports obtained from the Boston Police Department.

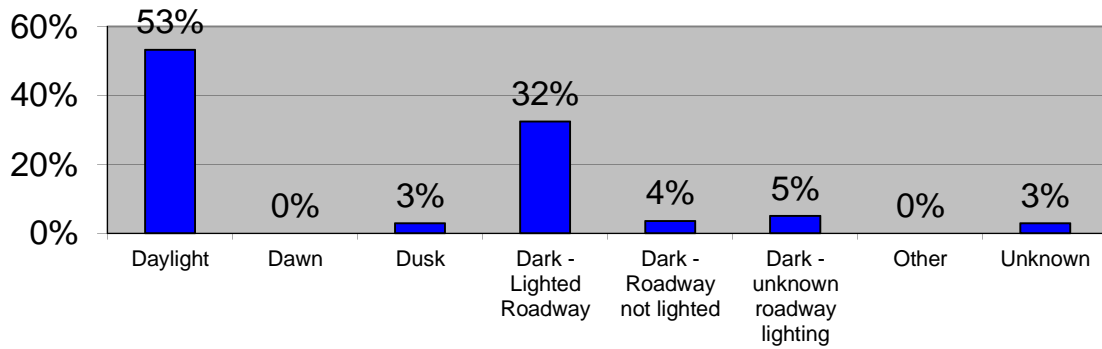
**Crash Data Summary Tables and Charts**  
Cambridge Street, Allston, MA



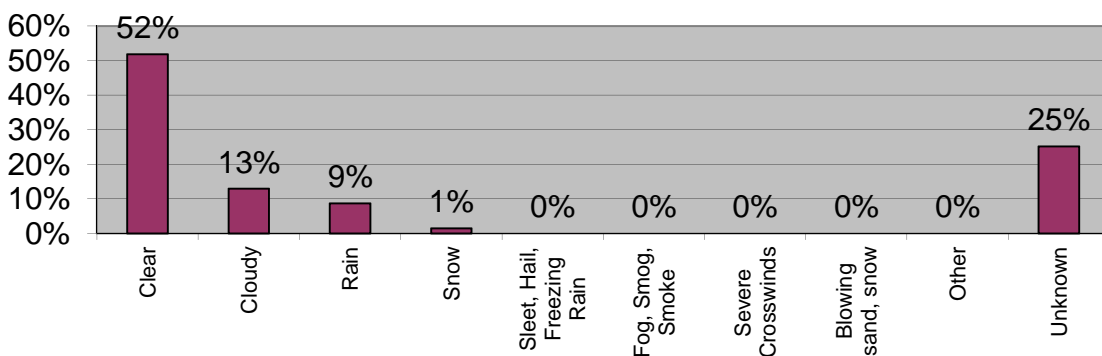
## Crash Data Summary Tables and Charts

Cambridge Street, Allston, MA

### CRASH LIGHT CONDITION



### CRASH WEATHER CONDITION



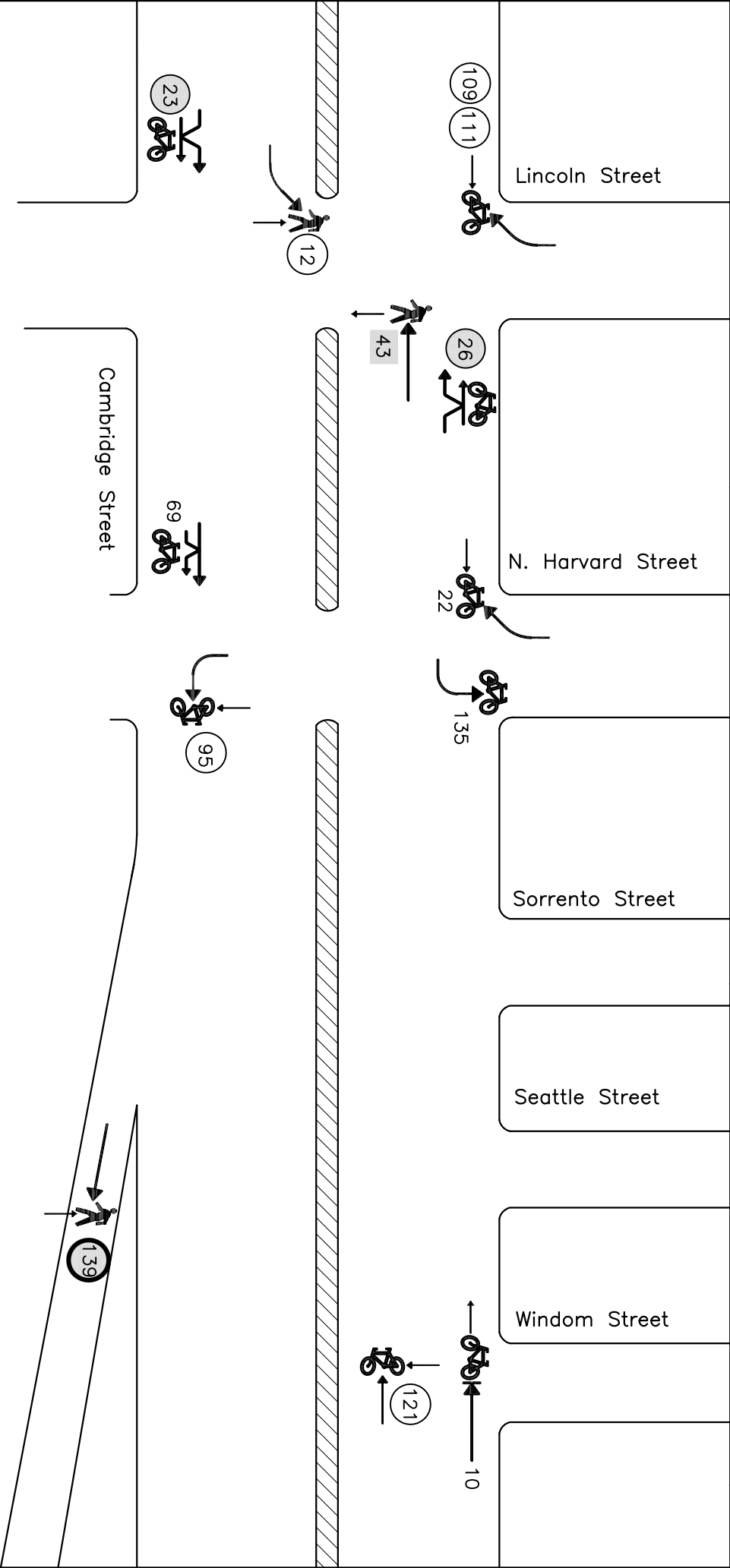


COLLISION DIAGRAM A

SYMBOLS	TYPES OF CRASH	SEVERITY
Moving Vehicle	Head on	Injury
Backing Vehicle	Rear End	Fatal
Non-Involved Vehicle	Angle	
Pedestrian	Turning Movement	
Bicycle	Sideswipe	
Animal	Out of Control	
Parked Vehicle	Night Time Crash	
Fixed Object		


















Allston MA  
Cambridge Street at Lincoln St., N. Harvard St., and Windom St  
REGION: MAPC

TIME PERIOD ANALYZED: 03/06/2011-01/30/2014  
SOURCE OF CRASH REPORTS: Boston Police Department  
DATE PREPARED: 9/19/2014  
PREPARED BY: Michelle Deng



\*NOT TO SCALE  
\*Crash #75 can not be located.  
\*The direction of Crash #23, 43 can't be identified.

COLLISION DIAGRAM B

SYMBOLS	TYPES OF CRASH	SEVERITY
 Moving Vehicle	 Head on	 Injury
 Backing Vehicle	 Rear End	 Fatal
 Non-Involved Vehicle	 Angle	
 Pedestrian	 Turning Movement	
 Bicycle	 Sideswipe	
 Animal	 Out of Control	
 Parked Vehicle	 Night Time Crash	
 Fixed Object		

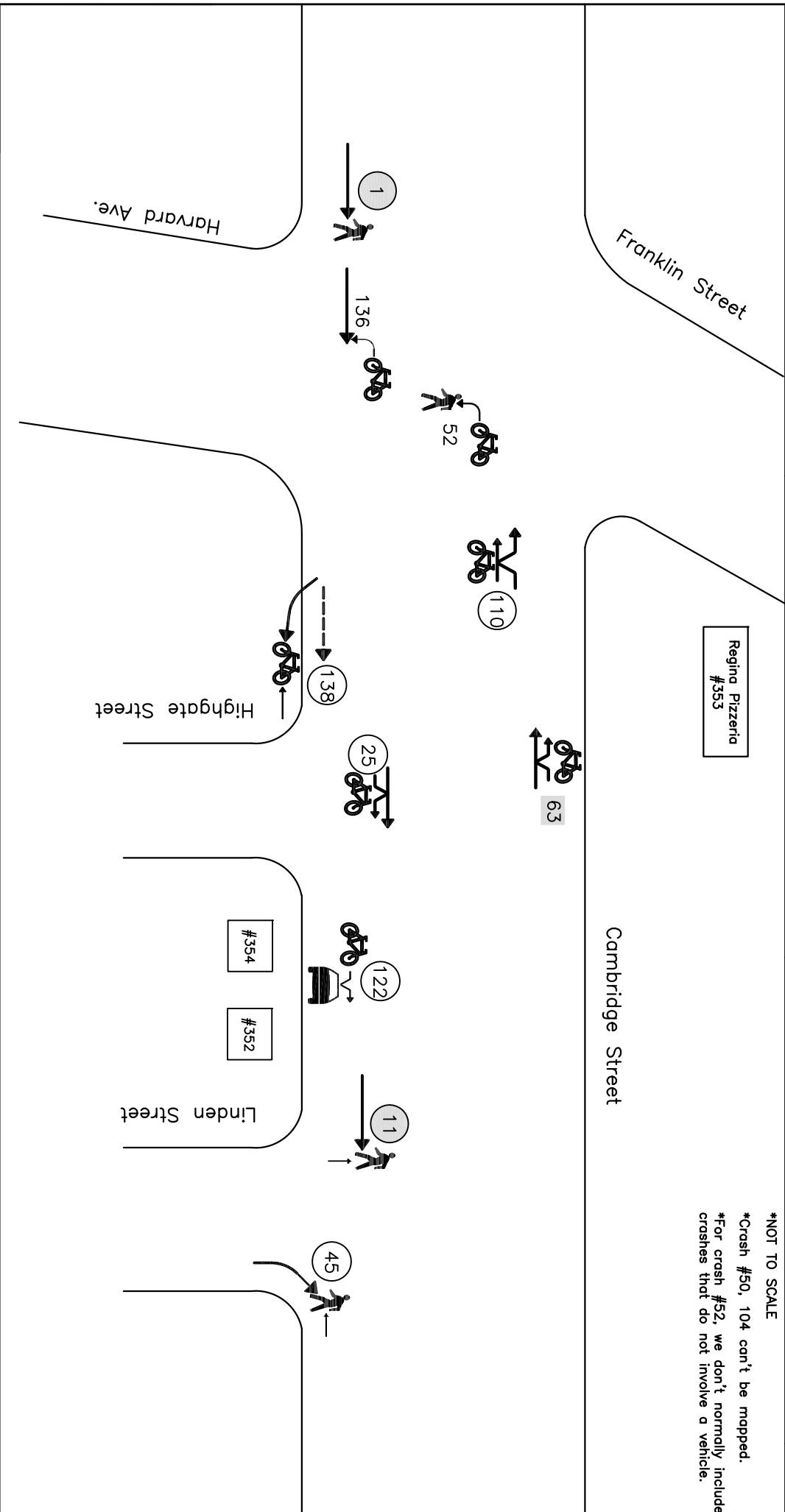
**Allston, MA**  
Cambridge Street at Franklin St., Harvard Ave., Highgate St., Linden St.  
REGION: MAPC

TIME PERIOD ANALYZED: 1/8/2011–6/19/2014  
SOURCE OF CRASH REPORTS: Boston Police Department  
DATE PREPARED: 9/19/2014  
PREPARED BY: Michelle Deng



\*NOT TO SCALE

\*Crash #50, 104 can't be mapped.  
\*For crash #52, we don't normally include crashes that do not involve a vehicle.



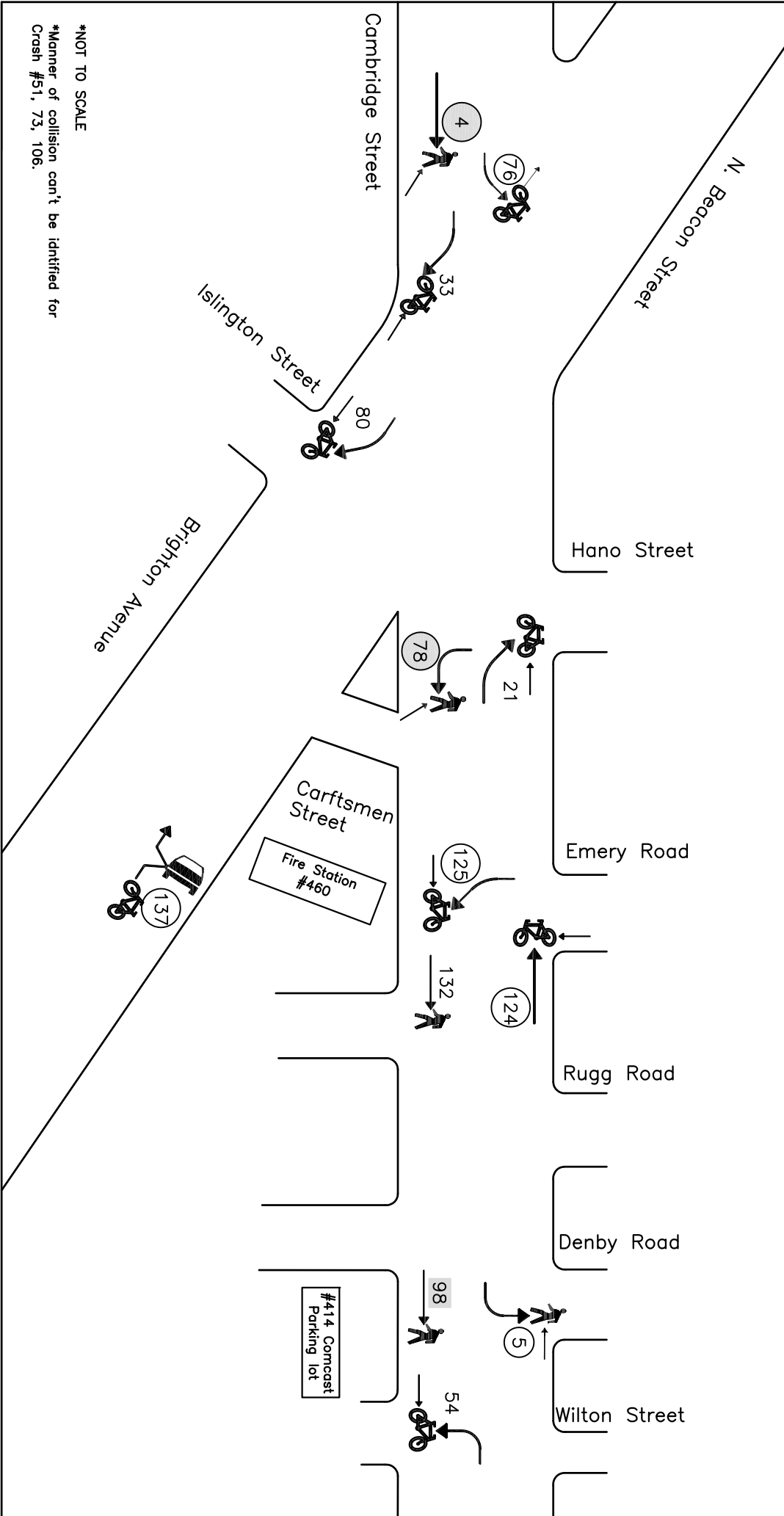


COLLISION DIAGRAM C

SYMBOLS	TYPES OF CRASH	SEVERITY
Moving Vehicle	Head on	Injury
Backing Vehicle	Rear End	Fatal
Non-Involved Vehicle	Angle	
Pedestrian	Turning Movement	
Bicycle	Sideswipe	
Animal	Out of Control	
Parked Vehicle	Night Time Crash	
Fixed Object		

**Allston, MA**  
Cambridge Street at N.Beacon St. and Brighton Ave.  
REGION: MAPC

TIME PERIOD ANALYZED: 7/28/2011 - 5/25/2014  
SOURCE OF CRASH REPORTS: Boston Police Department  
DATE PREPARED: 9/22/2014  
PREPARED BY: Michelle Deng



\*NOT TO SCALE  
\*Manner of collision can't be identified for  
Crash #51, 73, 106.

## Crash Data Summary Table

Cambridge Street, Allston, MA

01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Non Motorist Type	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Non-motorist Ages		Diagram	Comments
1	1/8/11	Saturday	8:22 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Snow	6		B	A six year old girl crossing Cambridge St. bridge near Harvard Ave. with her parents was struck by a car. Pedestrian travel direction is unknown. Vehicle was traveling on EB on Cambridge St. Hit and run.
4	1/10/11	Monday	7:00 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Clear	27		C	Pedestrian was crossing Cambridge St. when a vehicle struck victim's feet and sped away. Hit and run.
5	1/15/11	Saturday	10:00 AM	Pedestrian	Single Vehicle Crash	Daylight	Clear	65		C	Pedestrian was walking on Cambridge St. While pedestrian was crossing Denby Rd. vehicle turned left onto Denby and struck pedestrian.
10	3/5/11	Saturday	1:20 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	23		A	Cyclist was riding outbound on Cambridge St. by Windom St. intersection, V1 struck the cyclist from behind.
11	4/15/11	Friday	8:35 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Clear	30		B	V1 was traveling WB on Cambridge St. An intoxicated pedestrian was suddenly walking in the middle of the street. V1 operator could not stop in time and struck the pedestrian.
12	4/16/11	Saturday	2:35 PM	Pedestrian	Single Vehicle Crash	Daylight	Cloudy	16		A	V1 was traveling EB on Cambridge St. attempting to make a left turn onto Lincoln St. A pedestrian was walking fast while crossing Cambridge St. V1 struck the pedestrian while making the turn.
21	7/28/11	Thursday	6:48 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	45		C	V1 and the cyclist were both traveling WB on Cambridge St. V1 was trying to make a right turn onto Hano St. Both entered the intersection simultaneously and V1 sideswiped the cyclist.
22	8/1/11	Monday	10:53 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	22		A	V1 was traveling SB on North Harvard St. and attempted to make a right turn onto Cambridge St. Cyclist was riding NB on Cambridge St. against traffic. V1 struck cyclist while making the turn.
23	8/31/11	Wednesday	3:16 AM	Cyclist	Single Vehicle Crash	Dark - lighted roadway	Clear	34		A	Cyclist was riding on Cambridge St. towards Lincoln St. A vehicle traveling at a high rate speed sideswiped the bicyclist causing the cyclist to lose control and tossing her on the ground.
25	9/2/11	Friday	7:39 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	25		B	Both V1 and cyclist were traveling EB on Cambridge St. The cyclist was trying to change from the right side of the roadway to the left and collided with V1's right fender near Highgate St.
26	9/4/11	Sunday	1:21 AM	Cyclist	Single Vehicle Crash	Dark - lighted roadway	Clear	20		A	Cyclist was traveling WB on Cambridge St. V1 sideswiped the handle of the bike causing the cyclist to lose control near the intersection of Lincoln St.
33	11/1/11	Tuesday	9:11 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	23		C	Cyclist was trying to cross Cambridge St. towards the Twin Dounts Shop on a green crosswalk signal. V1 traveling EB on Cambridge St. accelerated and made a right turn on red (posted no turn on red), then struck the cyclist.
43	1/20/12	Friday	5:05 PM	Pedestrian	Single Vehicle Crash	Unknown	Unknown	22		A	V1 operator saw the pedestrian crossing the street, but failed to stop the vehicle in time, causing the pedestrian to be struck. Vehicle travel direction is unknown.
45	2/17/12	Friday	8:33 AM	Pedestrian	Single Vehicle Crash	Daylight	Cloudy	24		B	Pedestrian was walking WB on the sidewalk of Cambridge St. V1 was traveling NB on Linden St. trying to make a right turn onto Cambridge St. V1 operator did not check the right side and struck the pedestrian who was crossing Linden St. .
50	3/16/12	Friday	2:32 AM	Cyclist	Single Vehicle Crash	Dark - lighted roadway	Clear	29		B	Cyclist was traveling WB on Cambridge St. about to make a left turn on Highgate St. when he heard a car horn and was struck. Vehicle was traveling in an unknown direction.
51	4/5/12	Thursday	3:31 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	22		C	Cyclist was struck by a car while traveling on Cambridge St. towards Harvard Ave. (450 Cambridge St.)
52	4/9/12	Monday	10:04 AM	Pedestrian	Unknown	Daylight	Cloudy	36	UNK	B	Cyclist was traveling WB on Cambridge St. and ran through a red light trying to make a left turn onto Harvard Ave. A police officer was in the middle of the intersection & hand signaled the cyclist to stop, but the cyclist swerved around the officer and struck him. *We do not normally include crashes that do not involve a vehicle*

## Crash Data Summary Table

Cambridge Street, Allston, MA

01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Non Motorist Type	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Non-motorist Ages		Diagram	Comments
54	4/17/12	Tuesday	6:25 PM	Cyclist	Single Vehicle Crash	Daylight	Clear			C	V1 was traveling WB on Cambridge St. and was attempting to make a left turn into the Comcast parking lot and struck a cyclist who was traveling EB on Cambridge St.
63	6/3/12	Sunday	8:07 PM	Cyclist	Single Vehicle Crash	Dark - lighted roadway	Rain	30		B	V1 was traveling WB on Cambridge St. when a cyclist was veered into his lane. V1 could not stop in time and struck the cyclist.
69	7/20/12	Friday	5:53 PM	Cyclist	Single Vehicle Crash	Unknown	Unknown	24		A	Cyclist was riding EB on Cambridge St. by North Harvard St. and signaled to change lanes when he was cut off and srtruck by a SUV. Hit and run.
73	8/28/12	Tuesday	12:57 AM	Cyclist	Single Vehicle Crash	Dark - lighted roadway	Clear	29		C	Hit and run. Cyclist was highly intoxicated.
75	8/30/12	Thursday	9:49 AM	Cyclist	Single Vehicle Crash	Unknown	Unknown	44		A	A pedestrian was struck by a motor vehicle at Cambridge St. near North Harvard St.
76	9/1/12	Saturday	7:38 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	46		C	V1 was traveling EB on Cambridge St. in the intersection of North Beacon St. but couldn't stop in time and struck a cyclist who was crossing Cambridge St.
78	9/4/12	Tuesday	11:10 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Cloudy	40		C	V1 was traveling on Hano St. proceeded to take left turn onto Cambridge St. While making the turn, the operator was unable to stop in time and struck a pedestrian who was crossing the street.
80	9/13/12	Thursday	6:37 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	20		C	V1 was traveling EB on Cambridge St. trying to make a right turn onto Islington St. Cyclist was traveling the same direction at a high rate of the speed. Cyclist could not stop in time and struck V1.
95	12/6/12	Thursday	8:51 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	27		A	V1 was turning left onto Cambridge St. from North Harvard St. The cyclist was in the center island attempting to cross the EB Lane of Cambridge St. Cyclist was hit while V1 was turning.
98	2/4/13	Monday	6:57 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Clear			C	V1 was traveling EB on Cambridge St. and struck a pedestrian near 437 Cambridge Street. Pedestrian travel direction is unknown.
104	4/25/13	Thursday	7:00 AM	Cyclist	Parked Car	Unknown	Unknown	UNK		B	While V1 was parked on Harvard Ave. near Cambridge St. (not known where vehicle was parked) a cyclist struck the driver's side mirror and the bicycle collided into the driver's door.
106	5/9/13	Thursday	6:48 AM	Pedestrian	Single Vehicle Crash	Unknown	Unknown	12		C	Fatal crash - unknown manner of collision (460 Cambridge St.).
109	6/8/13	Saturday	4:47 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	44		A	V1 was traveling SB on Lincoln St. and attempted to make a right turn onto Cambridge St. Cyclist was traveling east against traffic on Cambridge St. As the cyclist rode through the intersection, V1 operator made the turn and struck the cyclist.
110	7/11/13	Thursday	11:59 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	UNK		B	V1 was traveling WB on Cambridge St. and struck a cyclist when she changed lanes from right to left.
111	7/16/13	Tuesday	2:00 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	29		A	Cyclist was traveling east on Cambridge St against traffic. V1 pulled out from Lincoln St. trying to make a right onto Cambridge St. and struck the cyclist that was traveling in the wrong direction.
121	9/18/13	Wednesday	5:43 PM	Cyclist	Single Vehicle Crash	Daylight	Clear	23		A	Cyclist was traveling SB of Windom St. and was attempting to cross Cambridge St. V1 was traveling WB on Cambridge St. had a green light and struck cyclist.
122	10/1/13	Tuesday	11:52 AM	Cyclist	Dooring	Daylight	Clear	UNK		B	V1 parked at 352 Cambridge St. Operator opened the side door which caused cyclist who was riding EB on Cambridge St. hit the door and fall.
124	10/6/13	Sunday	5:43 PM	Cyclist	Single Vehicle Crash	Dusk	Rain			C	Cyclist was attempting to cross Cambridge St. from Emery St. towards Craftsmen St. and was struck by V1, which was traveling WB on Cambridge St. and did not see the cyclist.
125	11/2/13	Saturday	2:22 PM	Cyclist	Single Vehicle Crash	Daylight	Unknown	UNK		C	Vehicle pulled out of Emery Rd. and struck bicyclist, who fell of his bike, hitting his head and hurting his ankle.
132	12/1/13	Sunday	1:10 AM	Pedestrian	Single Vehicle Crash	Unknown	Unknown	22		C	Crash occurred around 442 Cambridge St. V1 was traveling EB on Cambridge St. and could not stop in time and struck a pedestrian who ran across the street.

## Crash Data Summary Table

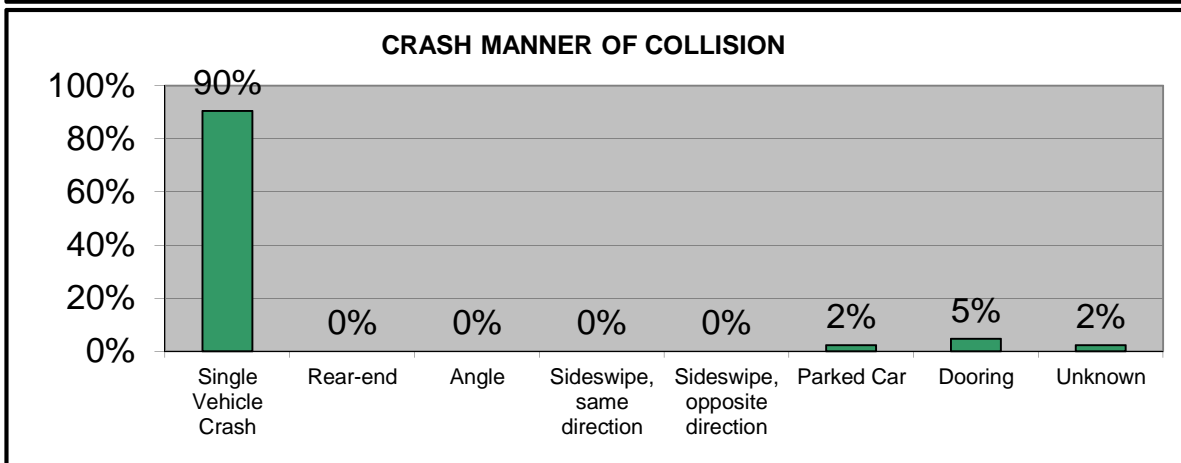
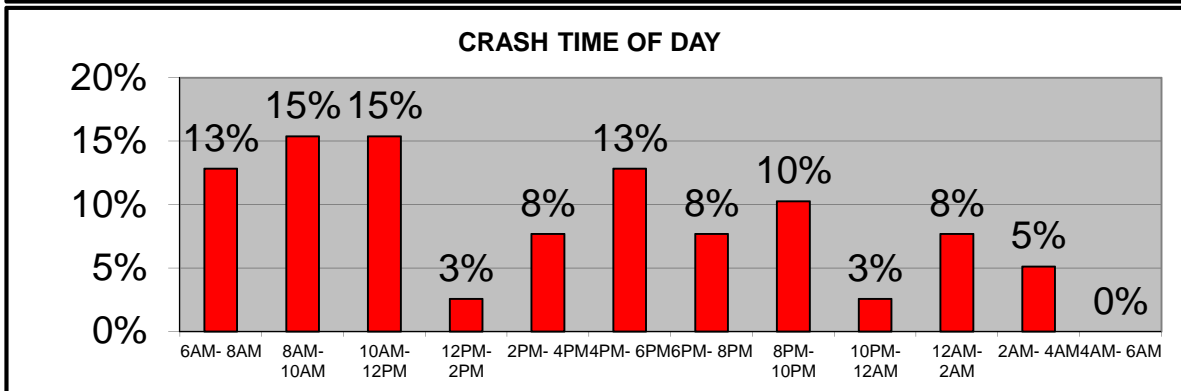
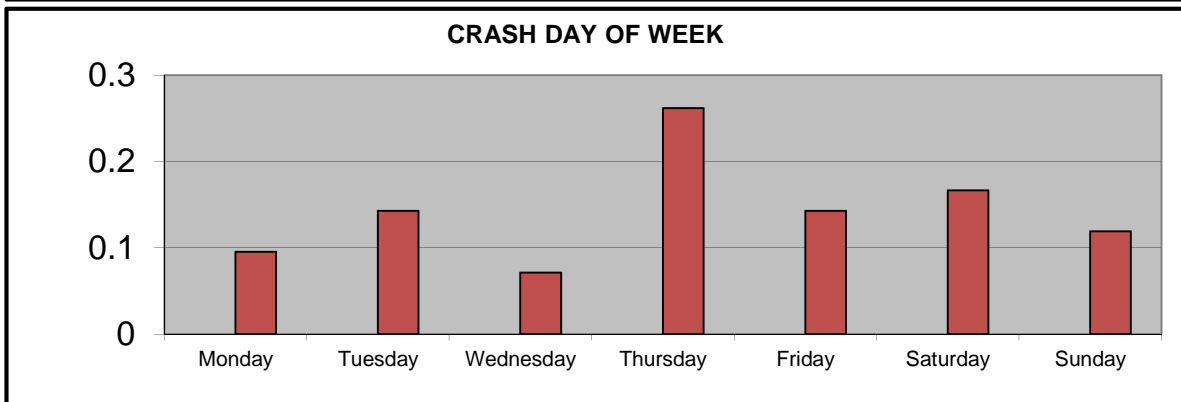
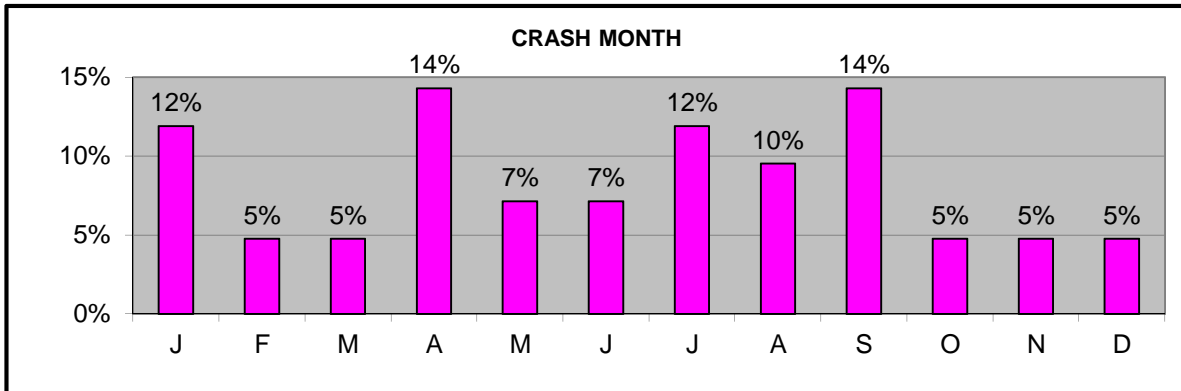
Cambridge Street, Allston, MA

01/08/2011-07/16/2014

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Non Motorist Type	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Non-motorist Ages		Diagram	Comments
135	1/30/14	Thursday	9:46 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	31		A	V1 was traveling EB on Cambridge St. attempting to make a left turn on to North Harvard St. and struck a cyclist. Unknown cyclist direction.
136	5/1/14	Thursday	10:28 AM	Cyclist	Single Vehicle Crash	Daylight	Cloudy	21		B	Cyclist was making a left turn from Cambridge St. onto Harvard Ave. without yielding to the incoming traffic, and was struck by V1.
137	5/25/14	Sunday	11:50 AM	Cyclist	Dooring	Daylight	Clear	57		C	Cyclist was traveling WB on Brighton Ave towards North Beacon St. The operator of a parked car opened the vehicle door and cyclist struck the door.
138	6/19/14	Thursday	8:12 AM	Cyclist	Single Vehicle Crash	Daylight	Clear	43		B	V1 and V2 were both traveling the right lane on EB on Cambridge St. near Highgate St. An unknown vehicle suddenly cut off V1 in the left lane. V1 operator slammed on the brakes to avoid hitting the unknown vehicle. To avoid a collision with V1, V2 swerved onto the sidewalk where it struck a cyclist who was traveling in the opposite direction.
139	7/16/14	Wednesday	9:00 PM	Pedestrian	Single Vehicle Crash	Dark - lighted roadway	Cloudy	26		A	Fatal Crash - V1 was traveling EB on Cambridge St. and entered Rte. 90 on ramp in the left lane. Upon entering the roadway, V1 struck a pedestrian who was running across the roadway.

Summary based on Crash Reports obtained from the Boston Police Department.

**Crash Data Summary Tables and Charts**  
Cambridge Street, Allston, MA



**Crash Data Summary Tables and Charts**  
Cambridge Street, Allston, MA

