

SS4A Regional Transportation Safety Action Plan

SECOG

Vision Zero

Task Force Meeting

March 12, 2025



INTRODUCTIONS

1. SECOG Staff
2. BETA Staff
3. Vision Zero Task Force

AGENDA

Introductions

SS4A, Safe Systems Approach, Safety Action Plan

Task Force Roles and Responsibility

Vision Zero Commitment and Goal

Project Branding

Schedule

Next Steps

1

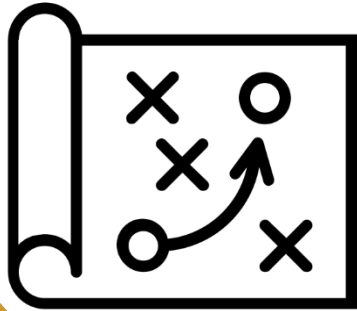
About Safe Streets & Roads For All

- The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A) program** provides grants to local, regional, and Tribal communities for as part of a **systematic approach** to prevent deaths and serious injuries on the nation's roadways
 - **Goal:** to reduce and eliminate deaths and serious injuries on the nation's streets, roads, and highways
- Program based on Safe Systems approach

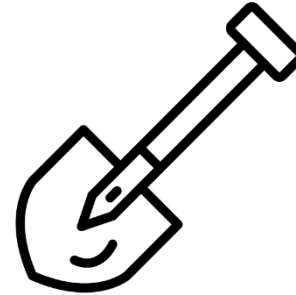
1 About Safe Streets & Roads for All

Two types of grants available:

Planning



Implementation



1 About Safe Streets & Roads for All

Planning

Planning and Demonstration Grants are used to develop, complete, or supplement a comprehensive safety action plan, as well as carry out demonstration activities that inform an Action Plan.

Implementation

Implementation Grants implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that inform an Action Plan.

1

About Safe Streets & Roads for All

Planning

Funding range:

**\$100,000
to
\$10,000,000**

Implementation

Funding range:

**\$2,500,000
to
\$25,000,000**

1 The Challenge We Face



In 2022, 42,514 people were killed in motor vehicle crashes, of which 7,522 involved pedestrians. Millions more are injured – sometimes permanently – each year.

1 The Challenge We Face

From 2019 to 2023, there were 31,075 crashes in the SECOG region. Of those crashes:

Pedestrian

16
of 314 pedestrian crashes
were fatal (5.1%)

58
of 314 pedestrian crashes
resulted in serious injuries (18.5%)

All modes

Total Crashes
 **134**
Involving a Fatality

Bicycle

1
of 141 bicycle crashes
were fatal (0.7%)

11
of 141 bicycle crashes
resulted in serious injuries (7.8%)

All modes

Intersection Related
 **23**

2 What We are Doing About It

ADOPTING A SYSTEMATIC APPROACH

- A **Safe System Approach** looks at our transportation system from more angles than just people and their vehicles and behaviors
- The guiding principles:
 - Death and serious injuries on our roads are unacceptable.
 - People make mistakes.
 - Responsibility is shared.
 - Safety is proactive.
 - Redundancy is crucial.



Courtesy of USDOT

What We are Doing About It

CRAFTING A SAFETY ACTION PLAN

As a recipient of a Planning grant from the Federal Highway Administration, SECOG is developing a Comprehensive Safety Action Plan for the region.

The Safety Action Plan is our way of applying the Safe Systems approach to roads and streets in the SECOG region.

The plan will consider **projects and programs** from each angle of the Safe System approach:

Safer Roads

Safer Vehicles

Safer Speeds

Safer People

Post-crash care



2 FHWA Safety Action Plan Elements

Action Plan purpose and background. The goals, purpose, and background of the Safety Action Plan will be identified at the beginning of the project and used to guide the process.

Safety Analysis of existing conditions and historical trends that provide a baseline level of crashes involving fatalities and serious injuries along corridors, clusters, town/city centers, and other locations.

Engagement and Collaboration include robust engagement with the public and stakeholders, including emergency services and maintenance, the private sector, and community groups, allowing for both community representation and feedback.

Equity Considerations Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

Assessment of Policy and Progress Changes that address current policies, plans, guidelines, and/or standards to identify opportunities to improve processes and prioritize transportation safety. This will focus on reviewing existing policies and guidelines and developing recommendations to revise existing policies.

Identification/Strategy and Project Selections are critical elements in the Action Plan. BETA will develop prioritization, recommendations, and cost estimates of a comprehensive set of projects shaped by data and stakeholder input and equity considerations to address the High Injury Network described in the Action Plan.

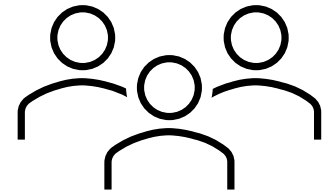
Progress and Transparency Methods will measure progress over time as the Action Plan is implemented.

2 SECOG Safety Plan History

- 2021 Regional Transportation Safety Plan
 - Consistent with Map-21 and Fast Act
 - CTDOT administered plan process,
 - Provided prioritization of 50 crash locations
 - Systemic implementation of Proven Safety Countermeasures
 - Adoption by the COG
- 2022 Regional Transportation Safety Plan
 - Updated plan narrative consistent with SS4A, authorized SECOG for SS4A implementation grants
 - Vision Zero language
 - Assigned review requirement to the Executive Committee acting as the Transportation Committee
- 2026 Safety Action Plan
 - Will update data
 - Will be consistent with Federal requirements for SAPs
 - Will provide opportunities for stakeholder and public input

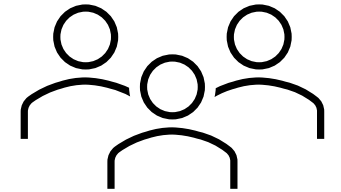
3 Vision Zero Task Force Role

1. Develop Vision Statement and Safety Performance Targets
2. Review Public Engagement Plan
3. Discuss draft High-Injury Network crash locations, project prioritization, safety countermeasures, and policy recommendations
4. Provide input agenda for public events (meetings, charettes, workshops) to present safety data, high injury crash locations, and to receive comments and input
5. Develop safety-oriented policies at local and regional levels
6. Vision Zero Task Force will be convened four times:
 1. Project Kick-Off
 2. Review of High-Injury Network
 3. Public Meeting Preparation
 4. Review Draft Safety Action Plan



3 Vision Zero Task Force Time Commitment

- Kick-Off Meeting March 12 (1 hour for review and 1 hour for meeting)
- Meeting mid-May before first public meeting (1.5- 2 hours)
- Meeting October/November to review Draft Safety Action Plan (1 hour for review and 1 hour for meeting)
- Meeting December prior to second public meeting (1 hour)

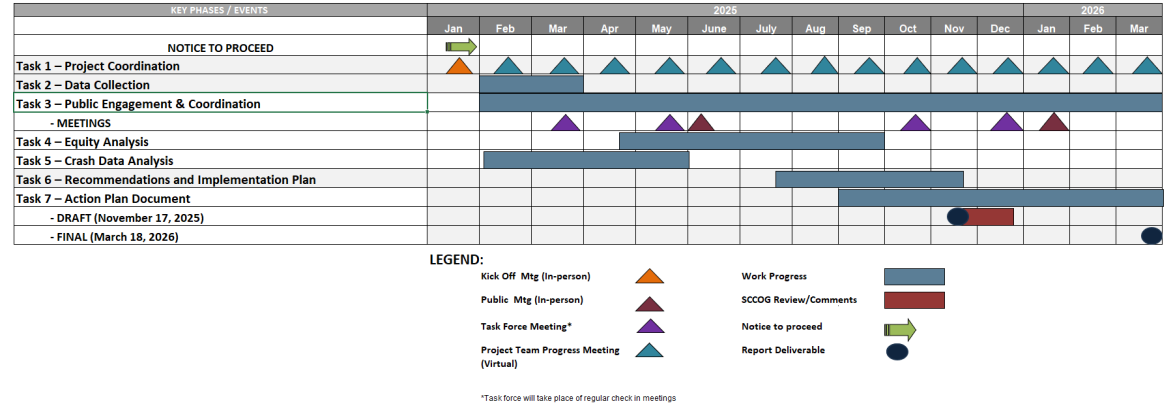


3 SS4A Action Plan Roadmap

Task	Description
Task 1	Project Management
Task 2	Data Collection
Task 3	Stakeholder and Public Engagement
Task 4	Equity Analysis
Task 5	Crash Data Analysis
Task 6	Recommendations and Implementation Plan
Task 7	Administrative Draft/Final Plan

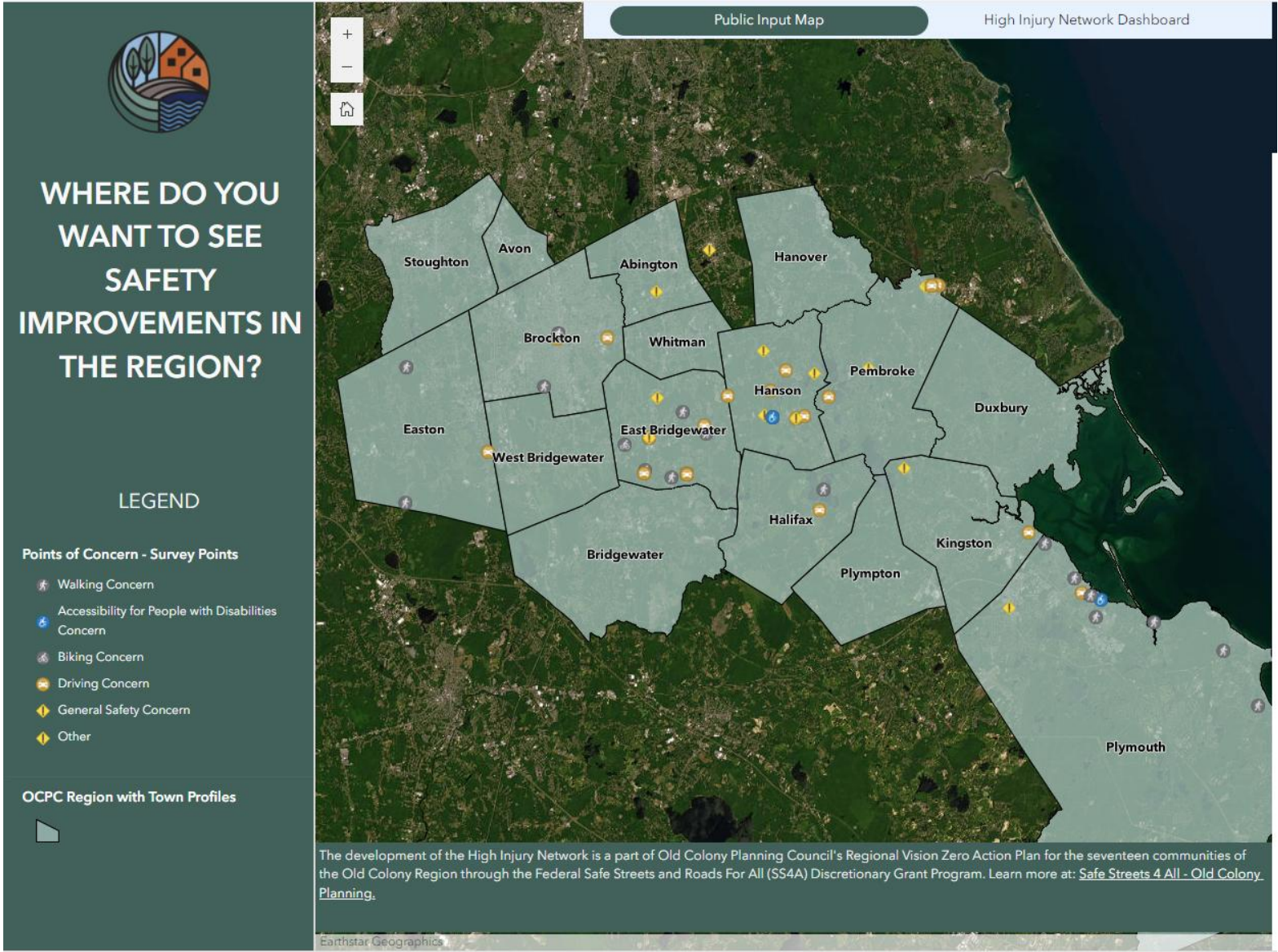
Task 3: Stakeholder and Public Engagement

- Develop Public Engagement Plan
- **Vision Zero Task Force Meetings**
- Stakeholder Meetings
- Public Meetings
- Pop-Ups, Walk Audits
- Promotional Materials (flyers, email)
- Prepare meeting/outreach materials
- Receive input from public, emergency services, maintenance staff, etc.
- Public facing website/dashboard to record comments
- Survey
- Summary of Public Outreach



Interactive Public Facing Mapping Platform

The public can place points on a map with to share safety concerns with the project team





Total Crashes

37.69k

Total Injury Crashes

10.8k

Total Serious Injury Crashes

854

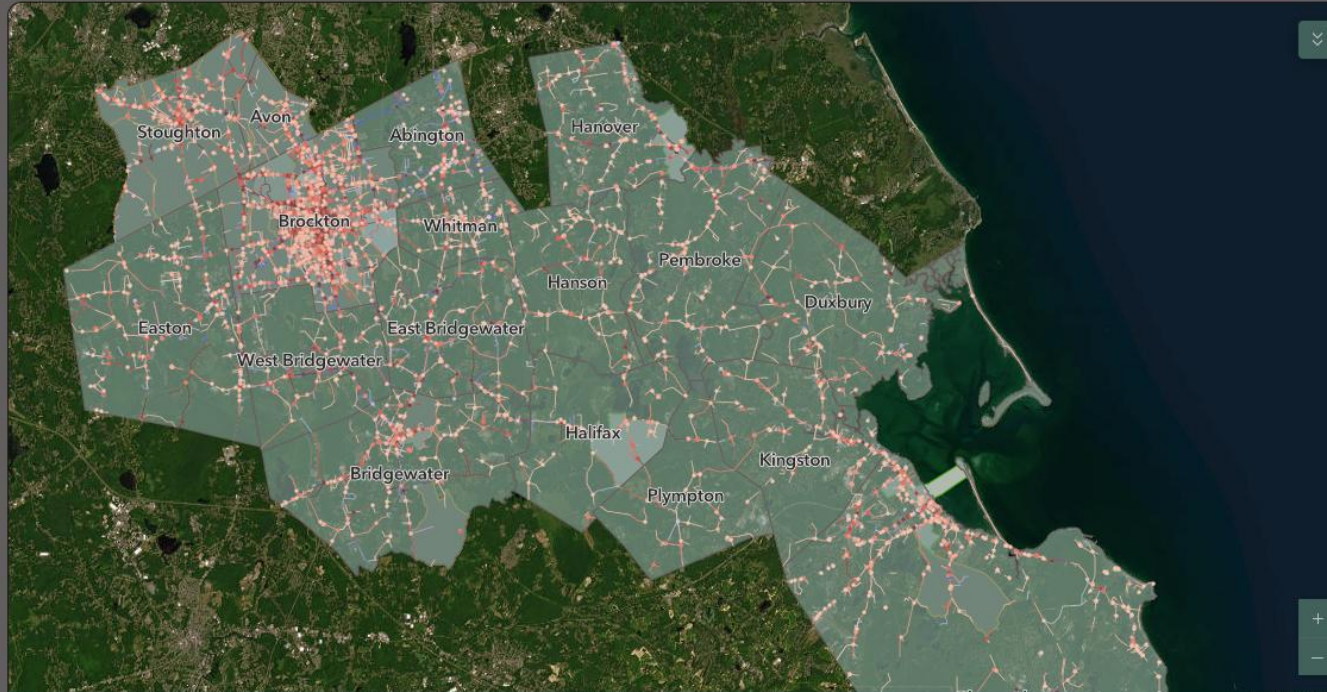
Total Fatal Crashes

119

Total Roadway Miles

2.6k

Crash Severity



Earthstar Geographics | EEA GIS | Massachusetts Department of Transportation (MassDOT), MassGIS

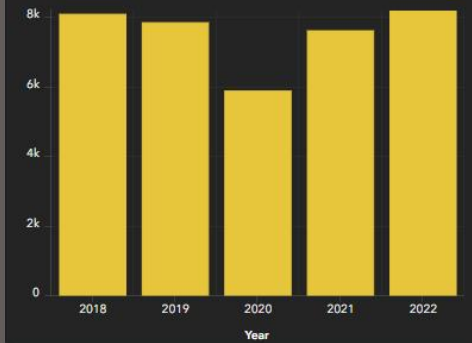
Powered by Esri

IntersectionID	City/Town	Street 1	Street 2	Street 3	EJ? (1 = Yes)	Total Serious Injuries	Total Fatal Injuries	Total Non-Serious Injuries	Total Other
11964	BROCKTON	MAIN STREET	FRANKLIN STREET		1	3		37	
13060	BROCKTON	MAIN STREET	LEGION PARKWAY	CENTRE STREET	1		1	42	
6177	BROCKTON	WARREN AVENUE	MARKET STREET		1	1		53	
12204	BROCKTON	COURT STREET	NORTH MONTELLO STREET	MONTELLO STREET	1	4		33	
12149	BROCKTON	FRANKLIN STREET	MONTELLO STREET		1	4		32	
13014	BROCKTON	NORTH MAIN STREET	MAIN STREET	COURT STREET	1	3		25	
13000	BROCKTON	BELMONT AVENUE	WEST ELM STREET		1	4		34	

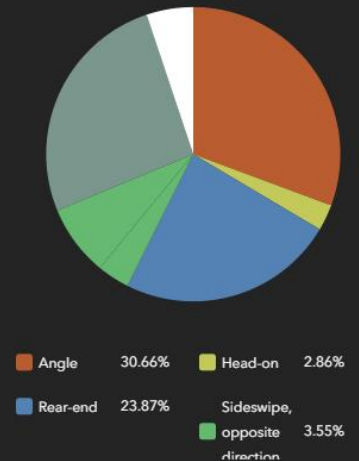
High Injury Network Intersections

High Injury Network Segments

Crashes Per Year



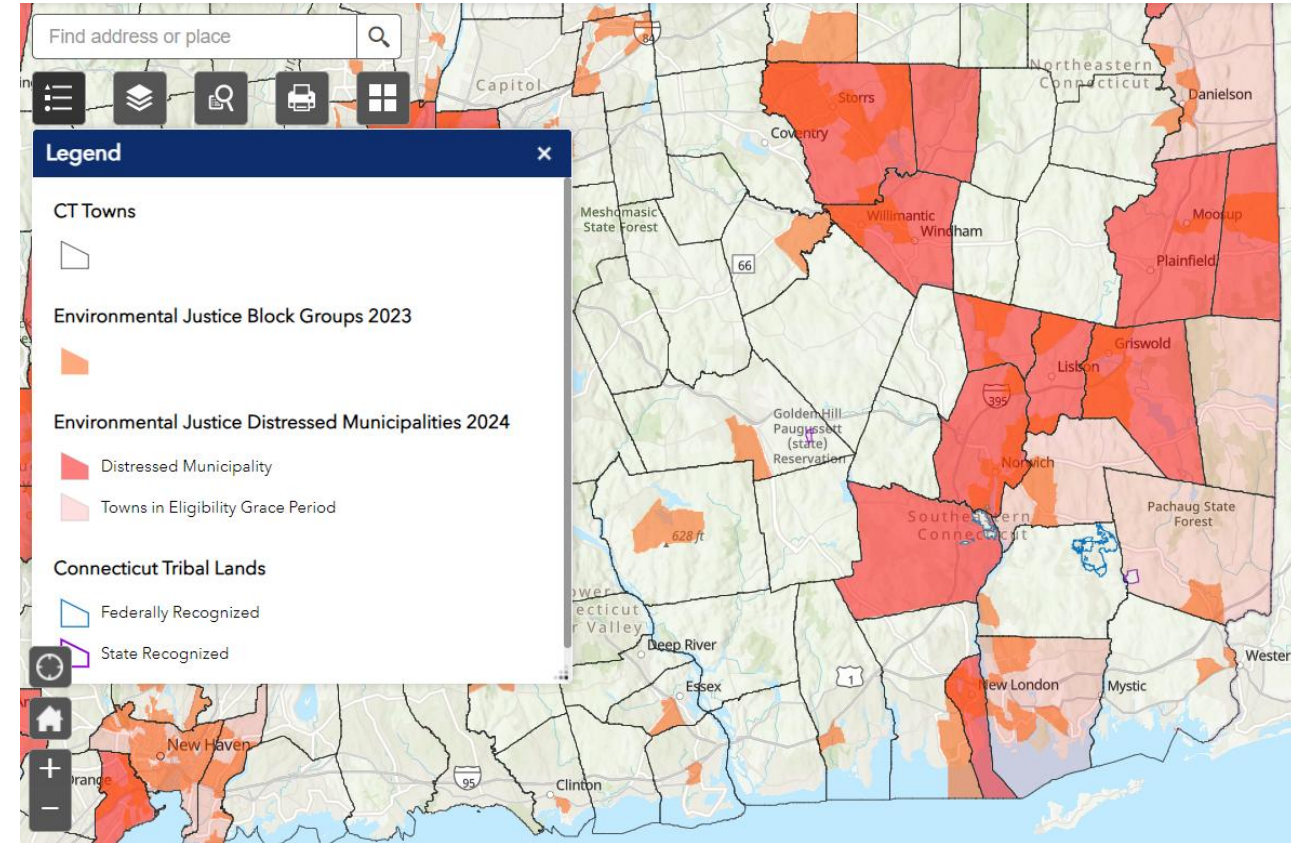
Manner of Collision



Task 4: Equity Analysis

Goal: Identify disadvantaged and underserved populations that experience transportation access and safety inequity

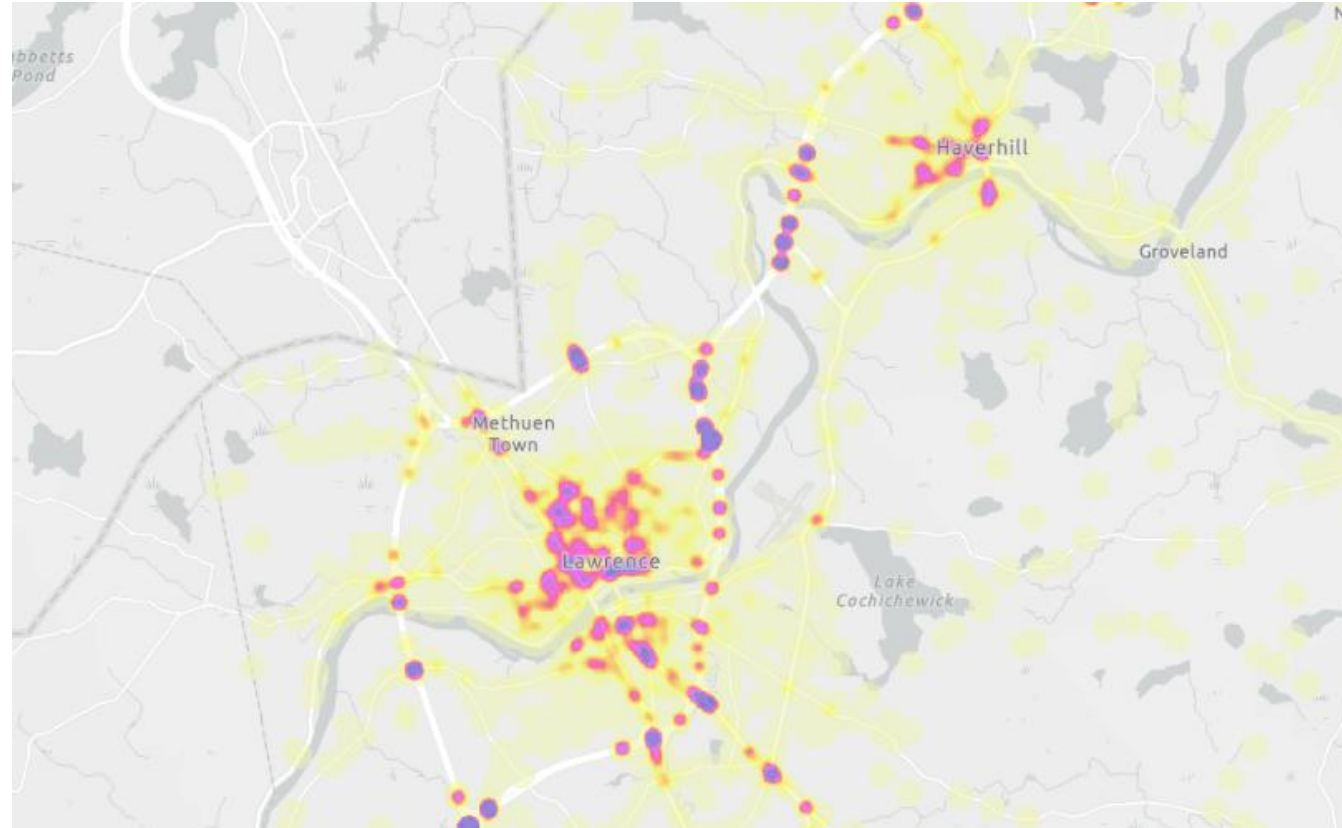
- CTDEEP & CEJST
- USDOT Equitable Transportation Community Explorer
- Census tracts
- Socio-economic data (minority, income, English proficiency)
- Transportation access, distressed, insecurities and burdens
- Contact EJ groups
- Results used to identify High Injury locations in EJ communities



Connecticut Environmental Justice Communities Viewer, SECOG

Task 5 – Crash Data Analysis

- Review 2021-22 RTSP priority locations
- Identify Trends-Based High Injury Network
 - UConn Crash Data Repository 2019-2023
 - Volume, speed, roadways data
- Identify Risk-Based High Injury Network
 - Using Random Forest Regression Model
- High Injury Networks for Vulnerable Road Users and All Road Users
- Environmental Justice data
 - CT DEEP, CEJST, USDOT ETC, US Census
- ArcGIS Online Mapping
 - Heatmaps of high-risk locations
- Identify over-represented serious or fatal injury crash types



Intersection High Injury Network heatmap for MVPC created by BETA

4 Vision Zero Commitment

- Declaration of task force commitment to zero traffic fatalities
- Nine components
 - Political commitment
 - Multi-disciplinary leadership
 - Action plan
 - Equity
 - Cooperation and collaboration
 - Systems-based approach
 - Data-driven
 - Engagement
 - Transparency

4 Vision Zero Goal

- Defines a clear target date by which the region will eliminate roadway deaths or serious injuries

The Berkshire
Region MPO
has set a goal
to achieve
zero roadway
death or
serious
injuries by the
year
2040.

An example of a Vision Zero goal statement.

5

Project Branding

Polling Question 1:

What words/phrases come to mind when you hear Vision Zero?

Polling Question 2 – Share your ideas for a branding statement. Some examples are:

- Move Safe: SECOG SAP
- Safe Roads SECOG
- SECOG Road Safety Revolution
- Safe Journey SECOG: SAP
- Safe Travel for All: Safety Action Plan
- Vision Zero SECOG: Safety Action Plan

Go to

<https://www.menti.com/alnbtnc6rj2o> or scan the QR code below



Access Code: 6311 0211

Schedule

KEY PHASES / EVENTS	2025												2026		
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NOTICE TO PROCEED															
Task 1 – Project Coordination															
Task 2 – Data Collection															
Task 3 – Public Engagement & Coordination															
- MEETINGS															
Task 4 – Equity Analysis															
Task 5 – Crash Data Analysis															
Task 6 – Recommendations and Implementation Plan															
Task 7 – Action Plan Document															
- DRAFT (November 17, 2025)															
- FINAL (March 18, 2026)															

LEGEND:

Kick Off Mtg (In-person)



Public Mtg (In-person)



Task Force Meeting*



Project Team Progress Meeting
(Virtual)



Work Progress



SCCOG Review/Comments



Notice to proceed



Report Deliverable



*Task force will take place of regular check in meetings

7

NEXT STEPS

- **Vision Zero Task Force Meeting 2 (May 2025)**
 - Review Vision Statement
 - Review Public Engagement Plan
 - Discuss upcoming Public Meeting in June
 - Discuss crash analysis results and trends
 - Discuss draft scoring/ranking system
 - Plan potential walk audits
- **Vision Zero Task Force Meeting 3 (October 2025)**
 - Review project prioritization
 - Review countermeasures
 - Plan for continuing policy work, including establishing methods to measure safety benchmarks and targets
- **Vision Zero Task Force Meeting 4 (December 2025)**
 - Review draft Safety Action Plan
 - Discuss upcoming Public Meeting in January 2026

Questions