

Hartford: Local Safety Action Plan



The City of Hartford is a growing community located in Minnehaha County, approximately 10 miles west of Sioux Falls along the Interstate 90 corridor. Hartford’s location within the rapidly growing SECOG region places it in an area experiencing continued development pressure, changing travel patterns, and increasing demand on roadway infrastructure. As growth continues, the community is transitioning beyond its historic core, creating new transportation safety challenges that require attention at both the system and site level.

Hartford’s transportation system is shaped by several key roadways that define the edges of the community, including Interstate 90 to the south, South Dakota Highway 38, and South Dakota Highway 151. These routes serve regional and local travel needs, providing access for commuters, freight movement, school trips, and daily community activity. Because these major corridors generally frame the core of the city, new development extending beyond them is creating added pressure on crossings, access points, and connections between neighborhoods and destinations.

Hartford’s land use pattern remains primarily residential, with continued outward growth and development occurring near and beyond the major roadway network. As the city expands outside the roadways that have historically enclosed the community, residents are increasingly required to cross or travel along higher-speed facilities to reach schools, services, businesses, and other parts of town. This pattern can create unsafe transportation conditions for people driving, walking, and bicycling, especially where multimodal connections, crossing opportunities, and access management have not kept pace with development.

Regional public engagement also supports the need for Hartford-focused safety improvements, as Hartford generated 51 map-based comments during the SS4A process, while regionwide feedback consistently identified intersection safety, pedestrian safety, and speeding as major concerns. In that context, Hartford’s Local Safety Action Plan should focus on strengthening connections into and out of the city core, improving safety along major corridors and crossings, and ensuring future growth is supported by a safer and more connected transportation network.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	958	1,373	43.32%
No Vehicle Available	25	58	132%
1 Vehicle Available	205	330	60.96%
2 Vehicles Available	332	555	67.17%
3 Vehicles Available	223	323	44.84%
4+ Vehicles Household	173	107	-38.15%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	2,781	3,478	25.06%
Under 18 (Youth)	910	920	1.10%
18 to 64	1,598	1,194	25.28%
65 + (Older Adults)	273	614	124.91%
Total Households	958	1,373	43.32%
Owner Occupied	726	1,054	45.38%
Renter Occupied	232	319	37.5%

Regional Safety Action Plan Vision and Goals

Vision: *The SECOG region will collaboratively pursue a future where no one is killed or seriously injured on our transportation system, using thoughtful, locally guided planning to create safer, more connected communities.*

Regional Goal: To help communities involved in this plan improve transportation safety, SECOG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

The engagement process for the Hartford Local Safety Action Plan included stakeholder interviews, a community survey, an in-person open house meeting, and the use of online engagement tools to gather location-specific comments on transportation safety concerns. These methods were designed to ensure broad and accessible participation from Hartford residents and local partners.

Stakeholder interviews were conducted with the city administrator, mayor, a city council member, and the city engineer for Hartford. Conversations and public input highlighted sidewalk and crossing gaps, speeding and visibility concerns on key corridors, congestion around schools and recreation areas, intersection safety issues, and emerging micromobility policy needs.

To supplement stakeholder interviews, 50 location-specific comments were submitted through the interactive online map, and 60 Hartford community surveys were completed, providing additional detail on local safety concerns and priorities. Together, these engagement activities informed the identification of priority corridors and locations for safety improvements in and around Hartford’s main core and planned growth areas.

Hartford participated in the SECOG Regional Safety Action Planning process in 2026 to identify regional transportation safety priorities. As a part of that process, community engagement and data analysis identified the top safety concerns locally within Hartford.

Hartford’s safety challenges are closely linked to high-speed roadways that serve regional traffic, where severe crashes are more likely to occur and harder to prevent through traditional enforcement alone.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Hartford, crash patterns suggest a focus on speed management, roadway design, and safety strategies appropriate for higher-speed environments.

Figure 1. Types of crashes

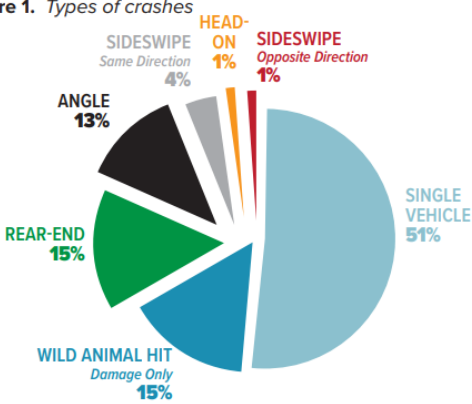


Figure 2. Crashes per year



Crash Analysis

There were **350 total crashes** from 2021-2025

12 fatal or severe crashes (3.4%) — similar to regional average (3.8%)

59% on 55+ mph roads; 52% on 65+ mph; 38% on 75+ mph

39% in dark conditions — higher than region (36.5%)

2 crashes involving people walking or biking



Engagement Takeaways

Unsafe speeds and driver behavior on neighborhood streets and **near schools** are priority concerns for the community. Comments request:

- + Improved intersection signing and controls
- + New bicycle and sidewalk connections
- + Conflict and speed management at intersections

Project Recommendations

See the SS4A Regional Safety Action Plan project website for more information at www.secog.org



Recommendations

Project #1: SD 38 from Van Demark Ave to 465th Ave

Crash Trends

- 23 crashes – 13 animals, 7 rear-ends, 1 run off the road, overturn & rollover
- Complete a Speed Study as recommended by SD 38 Corridor Study- with high accident rates, the public has raised concerns about speeding.
 - Assess the need for potential speed limit modifications
 - SDDOT should also consider implementing speed-calming measures.

Countermeasure Corridor Options

- Shoulder Rumble strips
- Roundabouts
- Additional speed feedback signs
- Enhanced Lighting along corridor
- Access control measures

- Reduce access points through consolidation and relocation

Intersection by Intersection Countermeasure Options

- **2nd Street** – 1 crash – no injuries
 - Signal with left turn lane and a roundabout would be good to slow traffic and mitigate skew of intersection.
 - Pedestrian crosswalk visibility enhancements including RRFB.
- **Railroad Street** – 3 crashes (2 wild animals/ 1 incapacitating)
 - Roundabout as option for traffic calming and future traffic control
- **Maple/Mickelson** – 7 crashes (4 animals), 3 injuries at intersection, 2 rear-ends – 1 no injury, 1 non-incapacitating
 - Roundabout or signal at intersection depending on future traffic warrants.
- **Traffic Signals at 2nd and Mickelson**
- Based on public concerns about safety and traffic flow, the SD 38 Study recommends traffic signals at 2nd Street and Mickelson Road/ 260th Street in the short term. These intersections particularly stand out as warranting the use of a traffic signal.

Project #2: Oaks Avenue from 6th Street to 12th Street

Crash Trends - 7 crashes all non-incapacitating – 2 pedestrians (snowy conditions- speed related) at SD 38 and other at Sunshine driveway.

Countermeasure Options

- Sidewalk connectivity improvements from SD 38 to north – as part of phase 2 sidewalk master plan.
- Access Management – align and close driveways
- Low-Cost Stop-Controlled Enhancements at Intersections/Driveways

Project #3: Sidepath on Mickelson from Turtle Creek Drive to Highway 38

- Incorporate as part of Hartford Sidewalk Plan – Phase 1
- To improve pedestrian and bicycle safety as noted by public comments in this plan
- Fund in part through TAP program

Project #4: Sidepath on Western from SD 38 to Sports Complex

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Project #5: Western Avenue from SD 38 to Ramona Drive

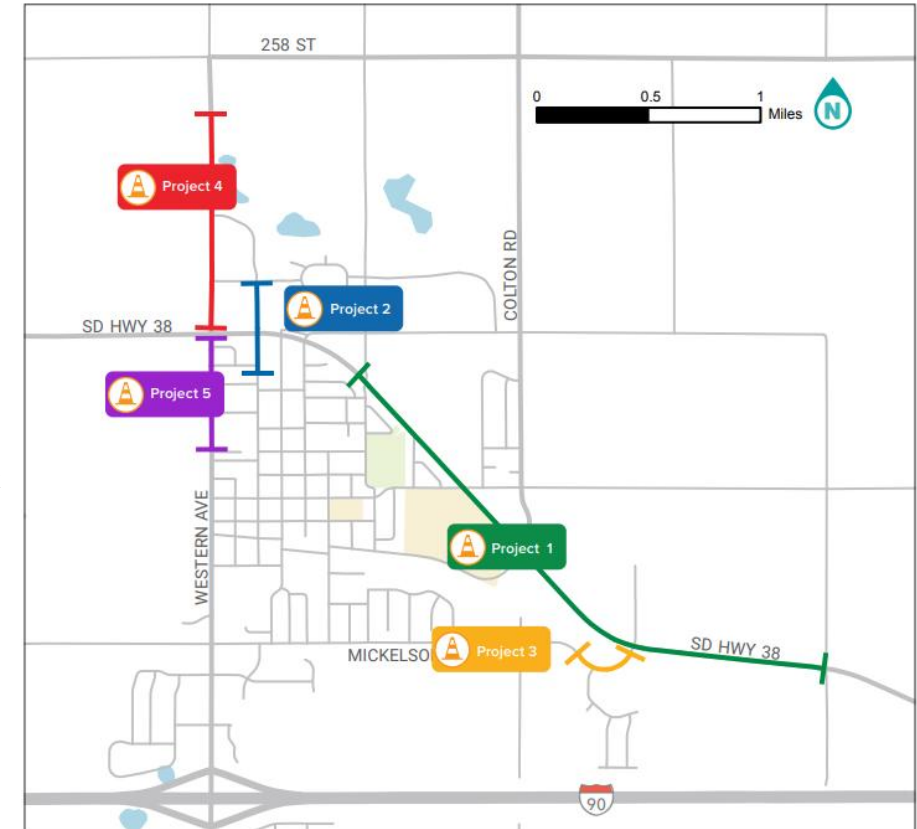
Crash Trends

- 1 incapacitating at Western and Ramona
- 12 other crashes – 10 were no injuries (7 angle crashes)

Countermeasure Options

- Be consistent with County Highway 151 (Western Avenue) Corridor Study recommendations including:
 - Access management improvements
 - Short-term – 10-foot sidepath on east side – no drainage ditch
 - Long-term – storm sewer system – no drainage ditches, sidewalks on west side and left-turn lane.
- Low cost stop compliance countermeasures at all cross-roads to Western Avenue.
- Sight-visibility improvements

Priority Projects



1. SD 38 from Vandemark Avenue to 465th Avenue including Mickelson Intersection

2. Oaks Avenue from 6th Street to 12th Street

3. Sidepath on Mickelson from Turtle Creek Road to SD 38

4. Sidepath on Western Avenue from SD 38 north to Sports Complex

5. Western Avenue from SD 38 to Ramona Drive

Collision Profiles



HIGH RISK FOR ACTIVE TRIP COLLISIONS

These collisions include bike-involved collisions, ped-involved collisions, collisions occurring in areas with high activity density (> 8 activity density), or collisions where there are > 20 nearby destinations

Crash Type



5 crashes resulted in an injury

0 crashes were severe

2 crashes involved someone biking or walking

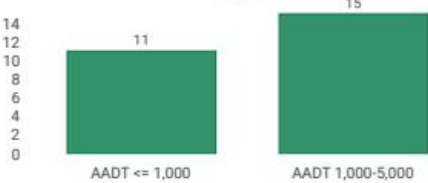
Intersection Collisions



HIGH RISK FOR NIGHT TIME COLLISIONS

These collisions include collisions between 7PM and 5AM

AADT



1 crash resulted in an injury

0 crashes were severe

3 crashes involved drugs or alcohol

Intersection Collisions



HIGH RATES OF SPEEDING OVER 35 MPH SPEED LIMIT

These collisions include collision types often associated with speeding in areas with speed limits over 35 MPH where the prevailing speeds are often 5 MPH or more over the speed limit

Number of Travel Lanes Involved in Collisions

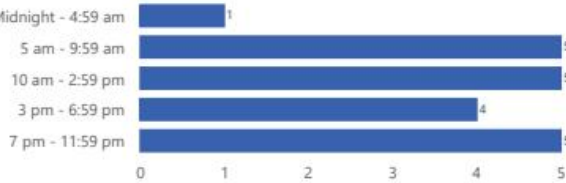


3 crashes resulted in an injury

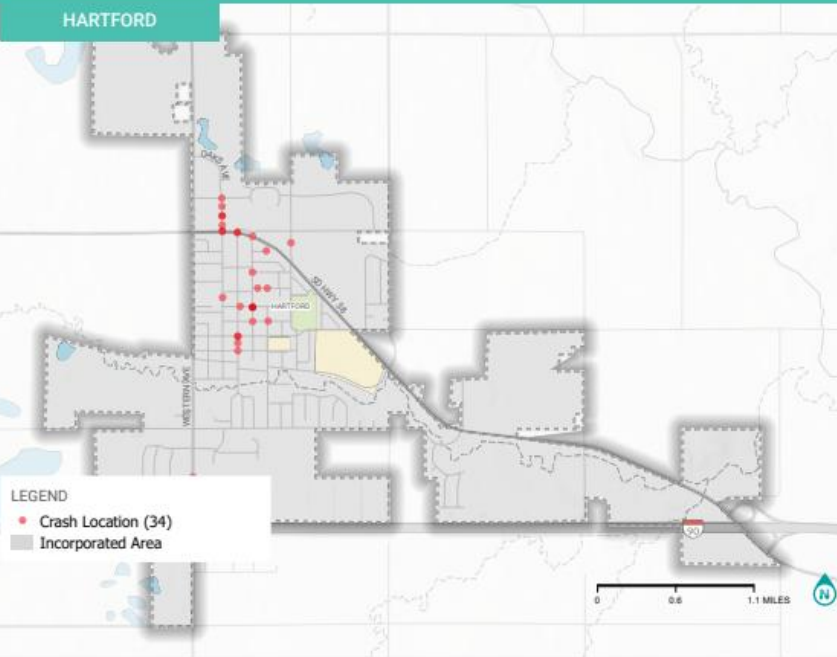
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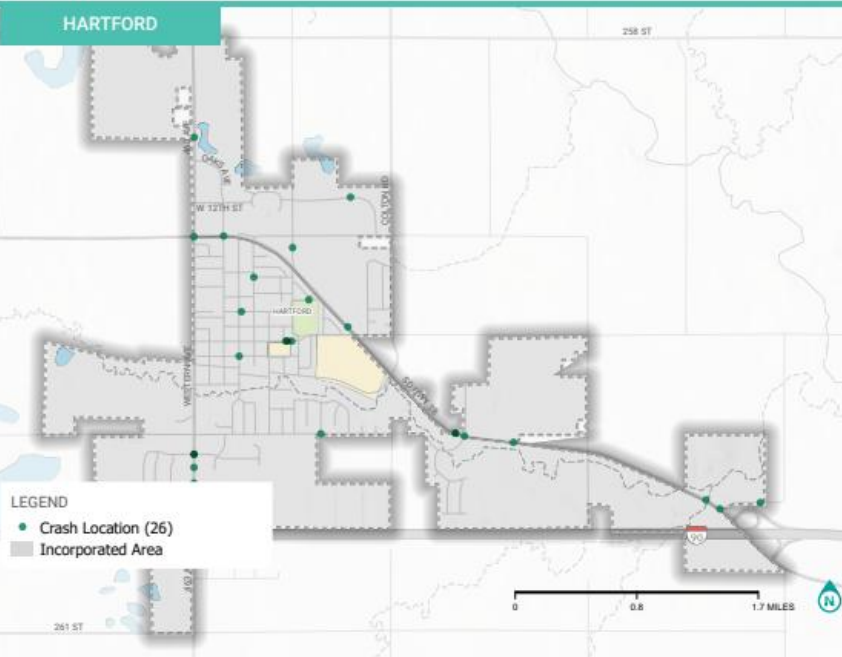
Collisions by Hour



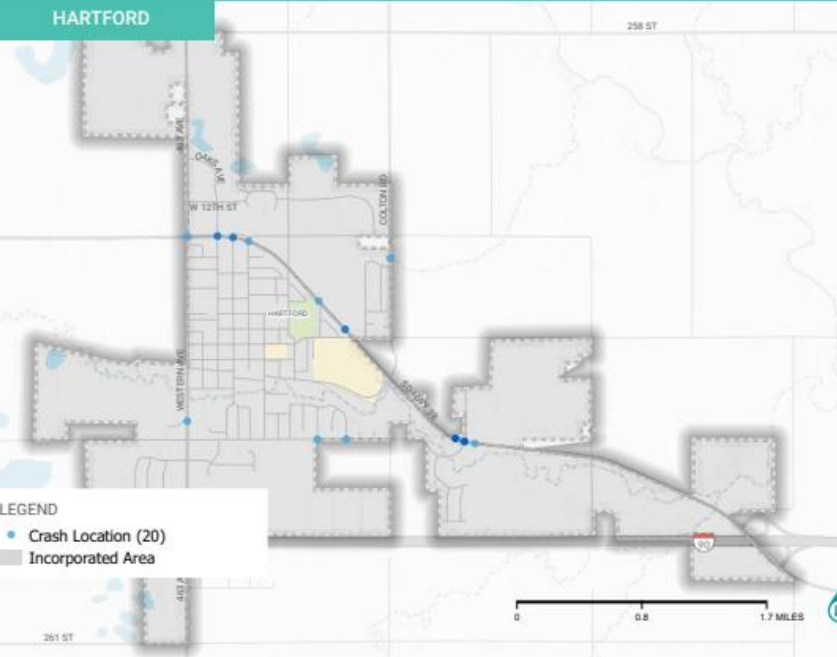
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Project #18 – SD 38 from Van Demark Ave to 465th Ave – SDDOT

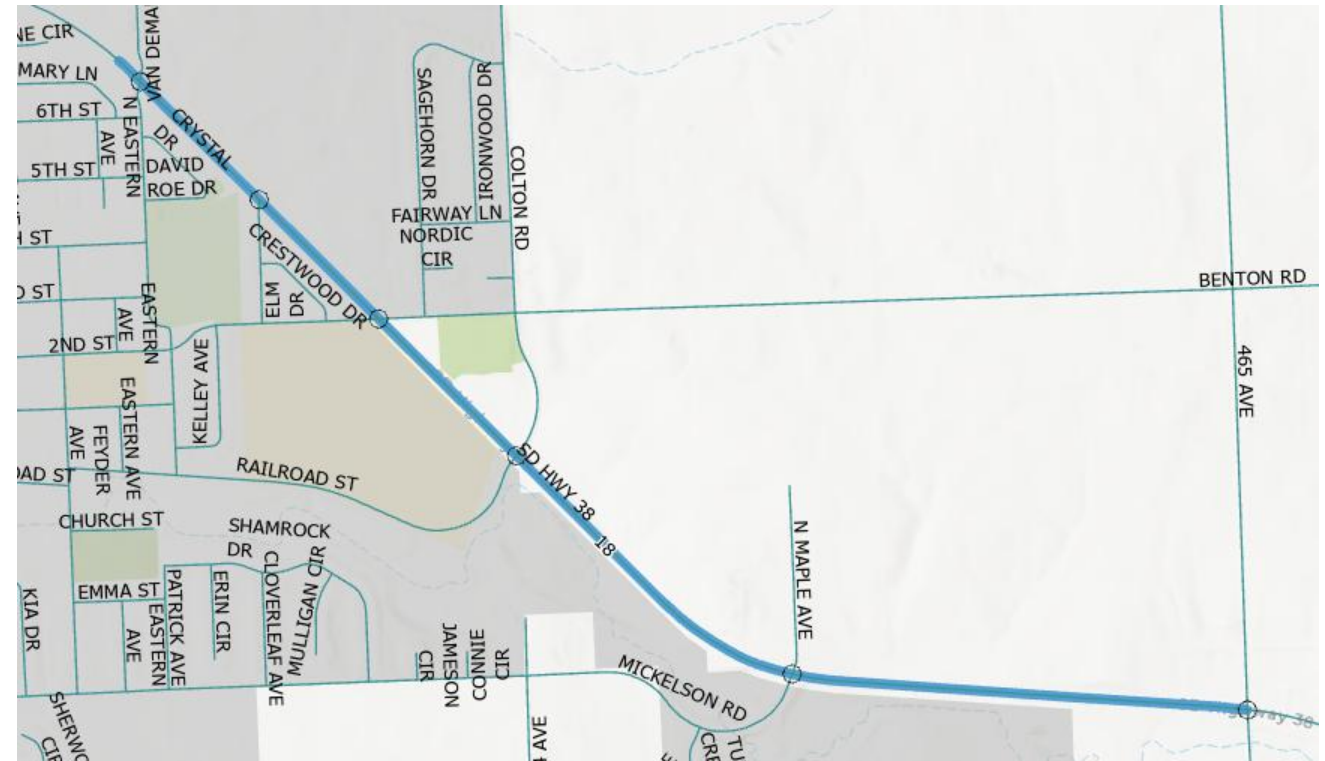


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Countermeasure Corridor Options

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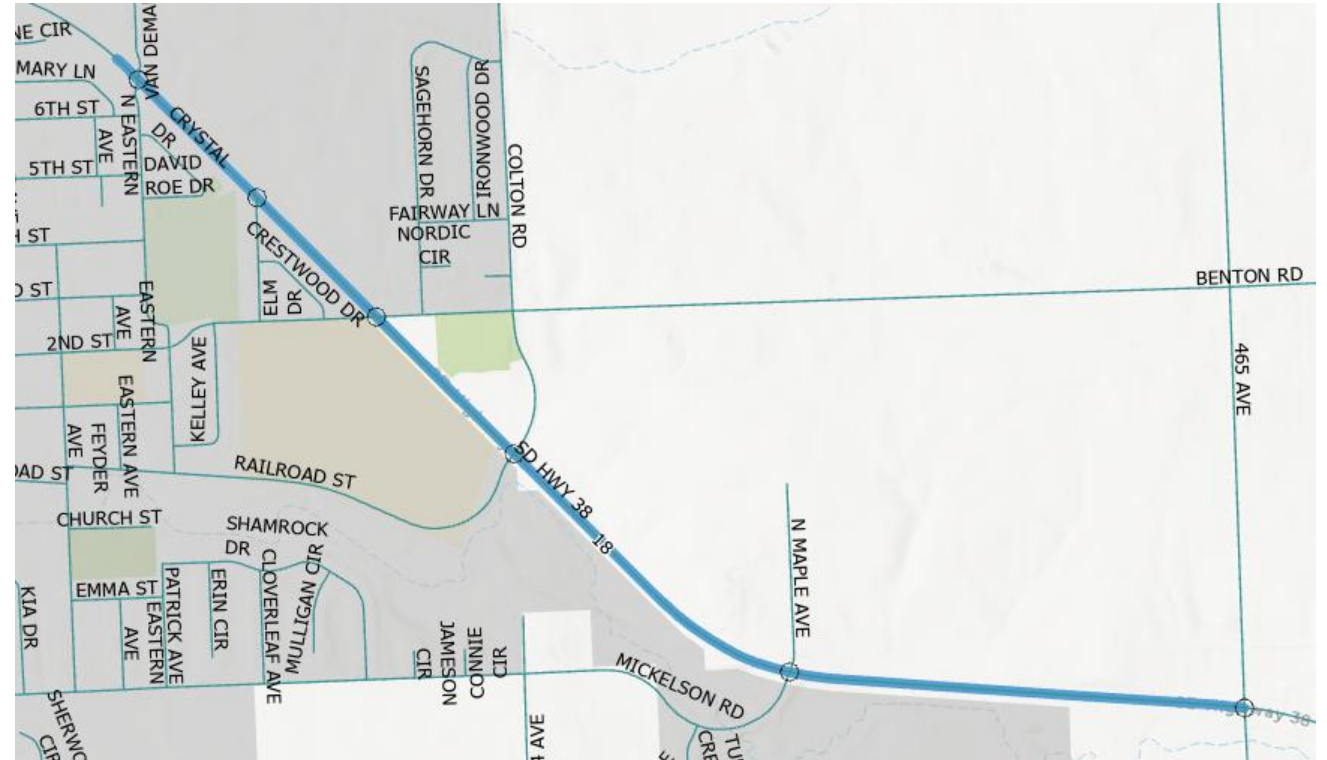


Project #18 – SD 38 from Van Demark Ave to 465th Ave – SDDOT



Intersection by Intersection Countermeasure Options

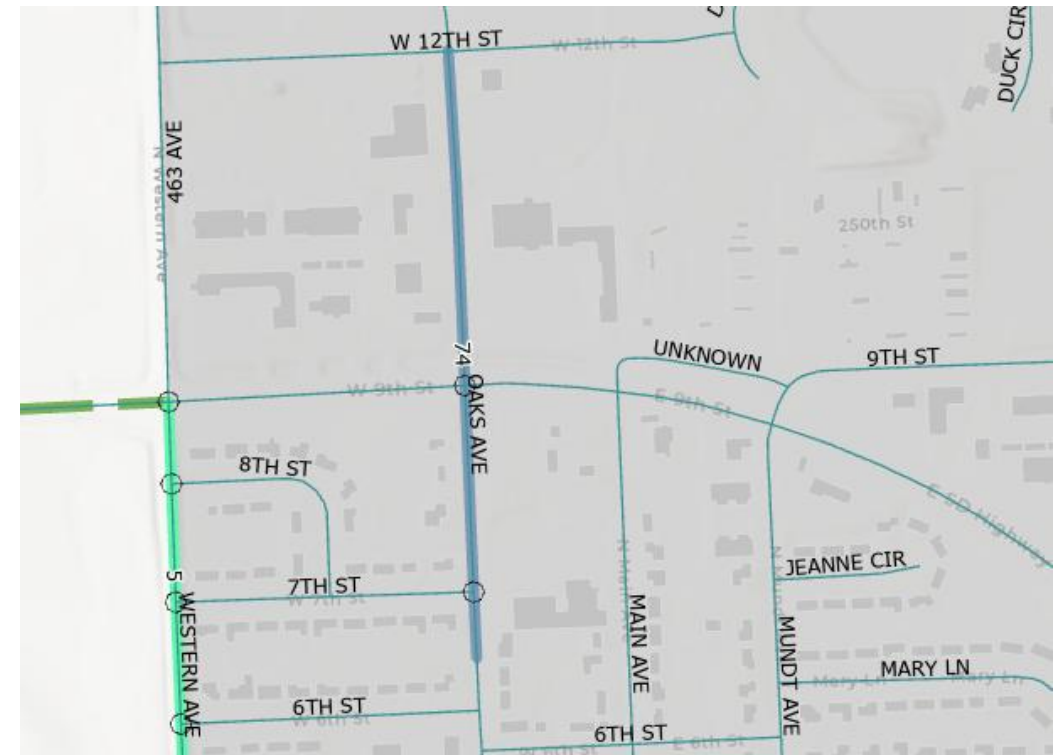
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Project #74 – Oaks Avenue from 6th Street to 12th Street



- **Crash Trends** - 7 crashes all non-incapacitating – 2 pedestrians (snowy conditions- speed related) at SD 38 and other at Sunshine driveway.
- **Countermeasure Options**
 - Sidewalk connectivity improvements from SD 38 to north – as part of phase 2 sidewalk master plan.
 - Access Management – align and close driveways
 - Low-Cost Stop-Controlled Enhancements at Intersections/Driveways



Project #5 – Western Avenue from SD 38 to Ramona Drive



■ Crash Trends

- 1 incapacitating at Western and Ramona
- 12 other crashes – 10 were no injuries (7 angle crashes)

■ Countermeasure Options

- Be consistent with County Highway 151 (Western Avenue) Corridor Study recommendations including:
 - Access management improvements
 - Short-term – 10-foot sidepath on east side – no drainage ditch
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- Sight-visibility improvements





#94 Sidepath on Mickelson from Turtle Creek Drive to Highway 38

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#95 Sidepath on Western from SD 38 to Sports Complex

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Public Identified Issues –



Project	Source / Basis	Suggested Carry Forward	Potential Treatments / Notes
Mickelson Road Speed and Growth Area Safety	Public/stakeholder	Yes	Speed review, access management, turn lanes, crossings.
Elementary School Circulation and Crossing Safety	Public/stakeholder	Yes	Crosswalk visibility enhancements, RRFB ped signal, Drop-off/pick-up review, crossings, ADA, speed/parking management.
E-bike and Scooter Policy	Stakeholder	Yes	Policy, signage, outreach.