

Greater Havre Area SS4A Safety Action Plan

Public Meeting
November 20, 2025

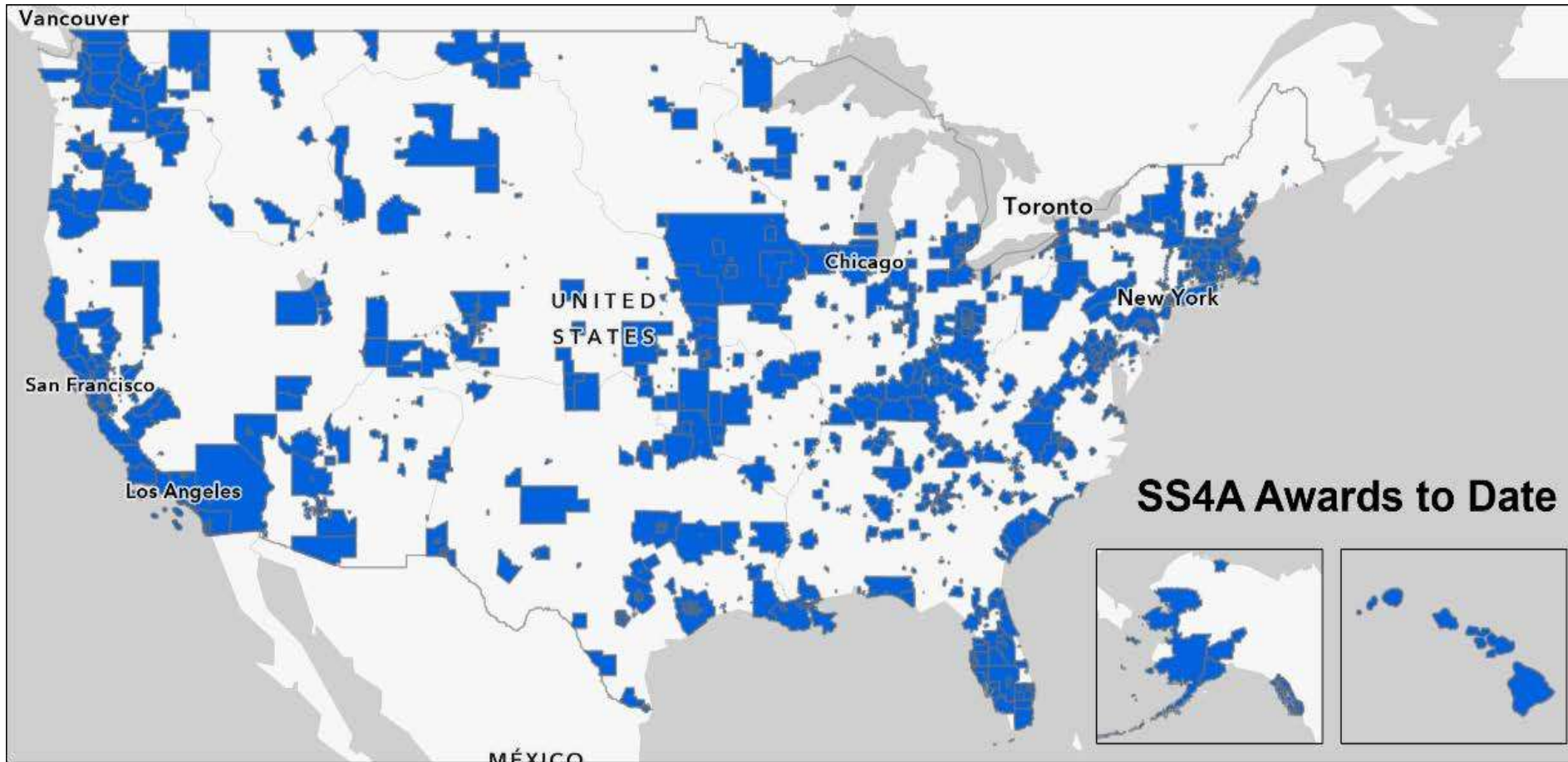


Agenda

- Introductions
- Project Overview
- SAPC Role
- Crash Data
- Outreach
- Website & Survey
- Goals & Vision
- Moving Forward



Safe Streets and Roads For All



- Provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach **to prevent deaths and serious injuries** on the nation's roadways

What does a transportation and roadway system need to be “**safe**”?

Safe System Approach

Goal:

Eliminate all roadway fatalities and serious injuries for all users of the road.



U.S. DOT
Framework

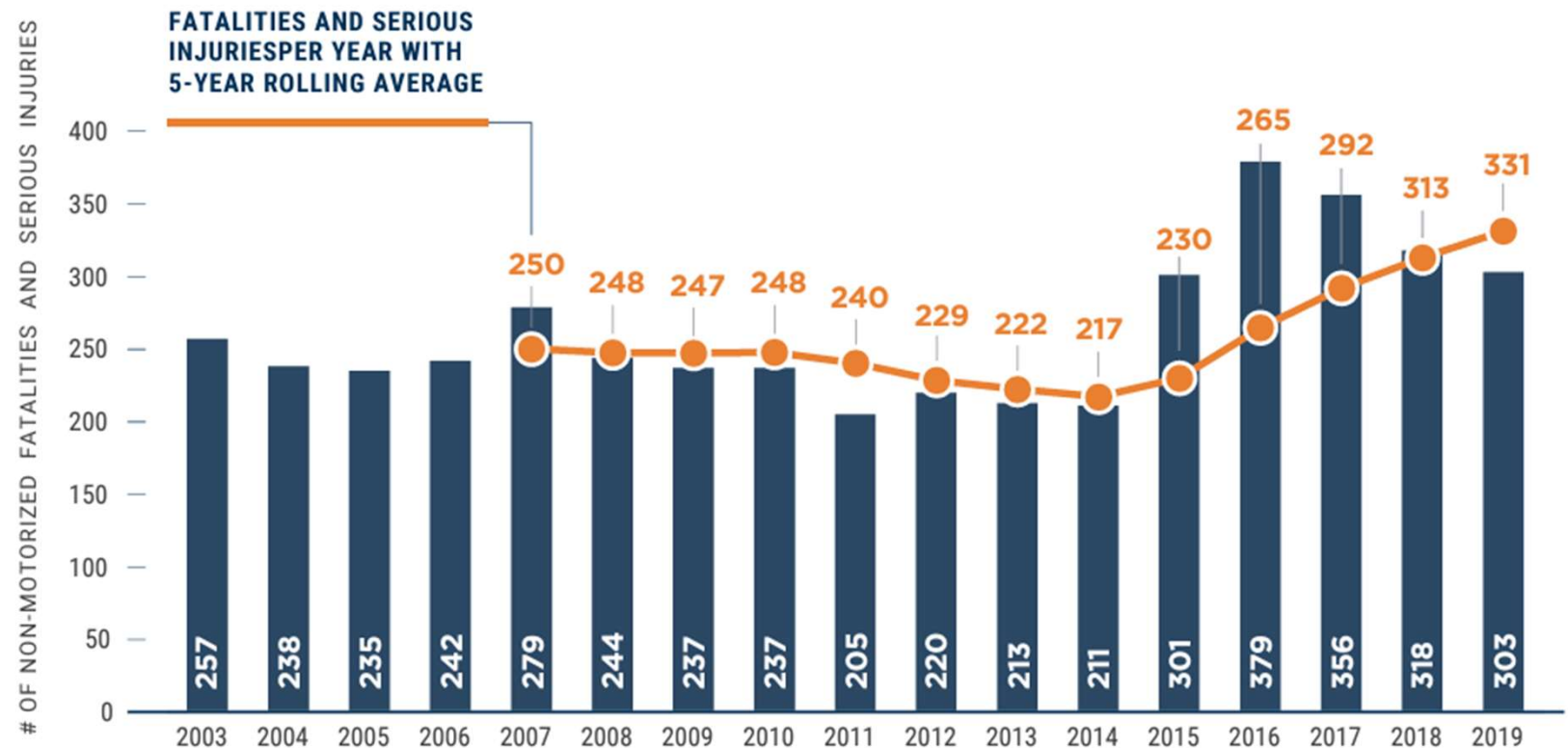
Safe System Approach



Conventional Approach	Safe System Approach
Traffic deaths are inevitable	Traffic deaths are preventable
Prevent collisions	Prevent fatal and severe crashes
Perfect human behavior	Integrate human error into approach
Individual responsibility	Systems approach

Vulnerable Road Users (VRU)

- Non-motorist, such as pedestrian or cyclist
- USDOT encourages prioritizing VRU safety



Non-motorized fatalities and serious injuries in Connecticut (2003-2019, CTDOT State Highway Safety Plan)

SS4A Action Plan Structure

Planning Structure

SS4A Oversight

Planning Process Inputs

**Existing / Historic
Trends**

**Equity
Considerations**

Engagement

Safety Analysis

Planning Process Outcomes

Project Prioritization

**Strategy and
Countermeasure
Selection**

**Policy and Process
Changes**

**Evaluation and
Transparency**

Leadership and Vision

**Commitment
from high-
ranking official or
governing body**

Study Advisory Committee

- **Act** as liaisons to your community
- **Share** local and other specialized knowledge
- **Provide** input on stakeholder and public outreach
- **Comment** on project methodology, findings, and recommendations
- **Continue** as ongoing champions



Are there any additional stakeholders
who should be on this committee?

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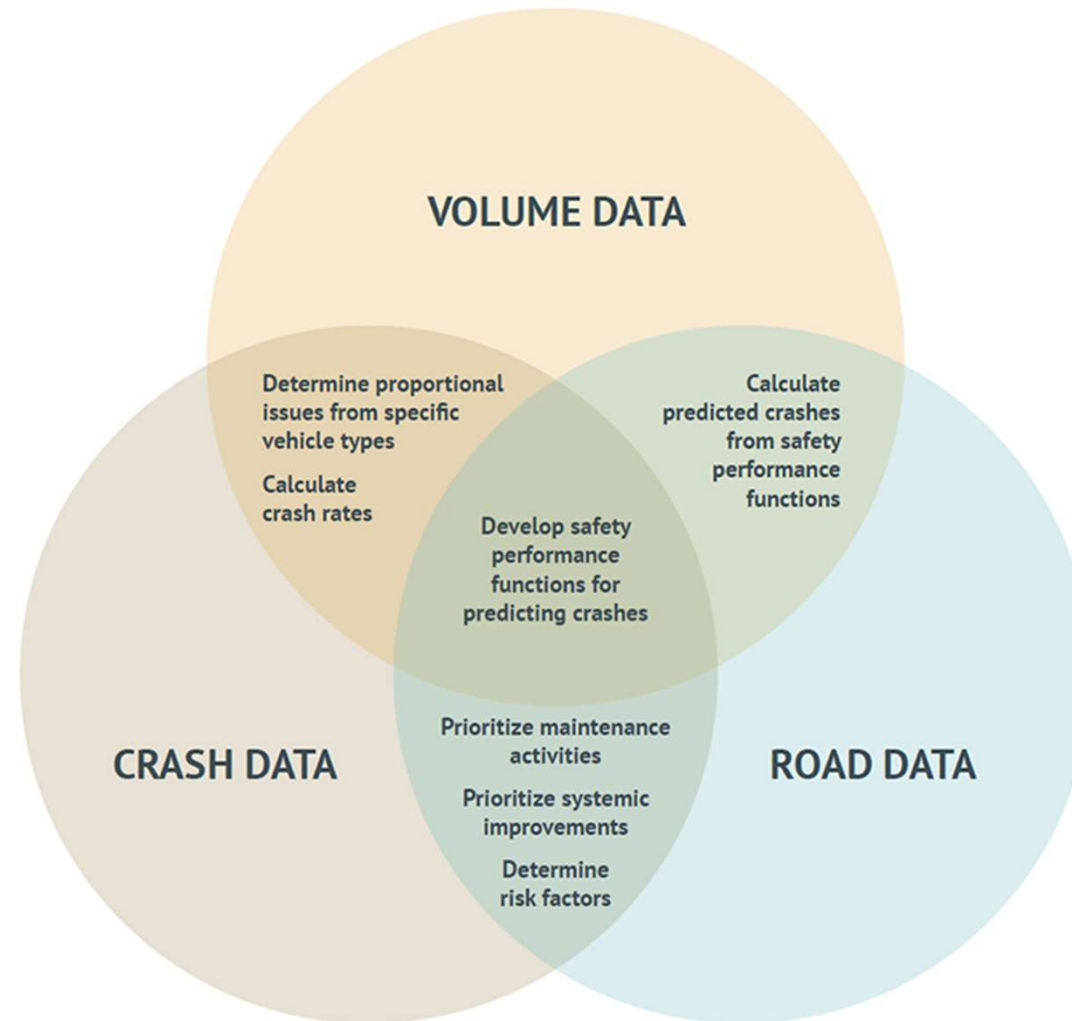
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Transparency**

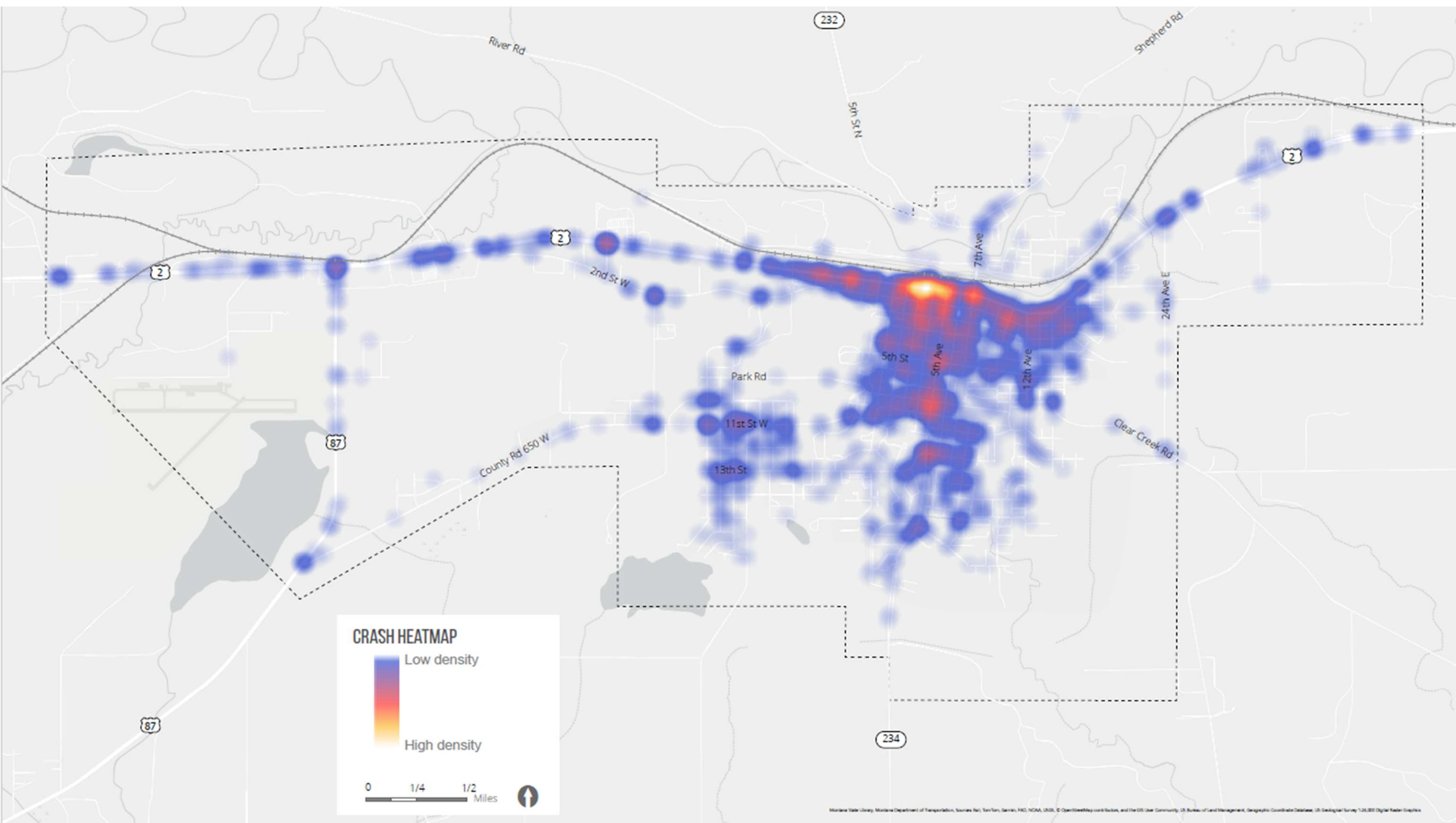
Leadership and Vision

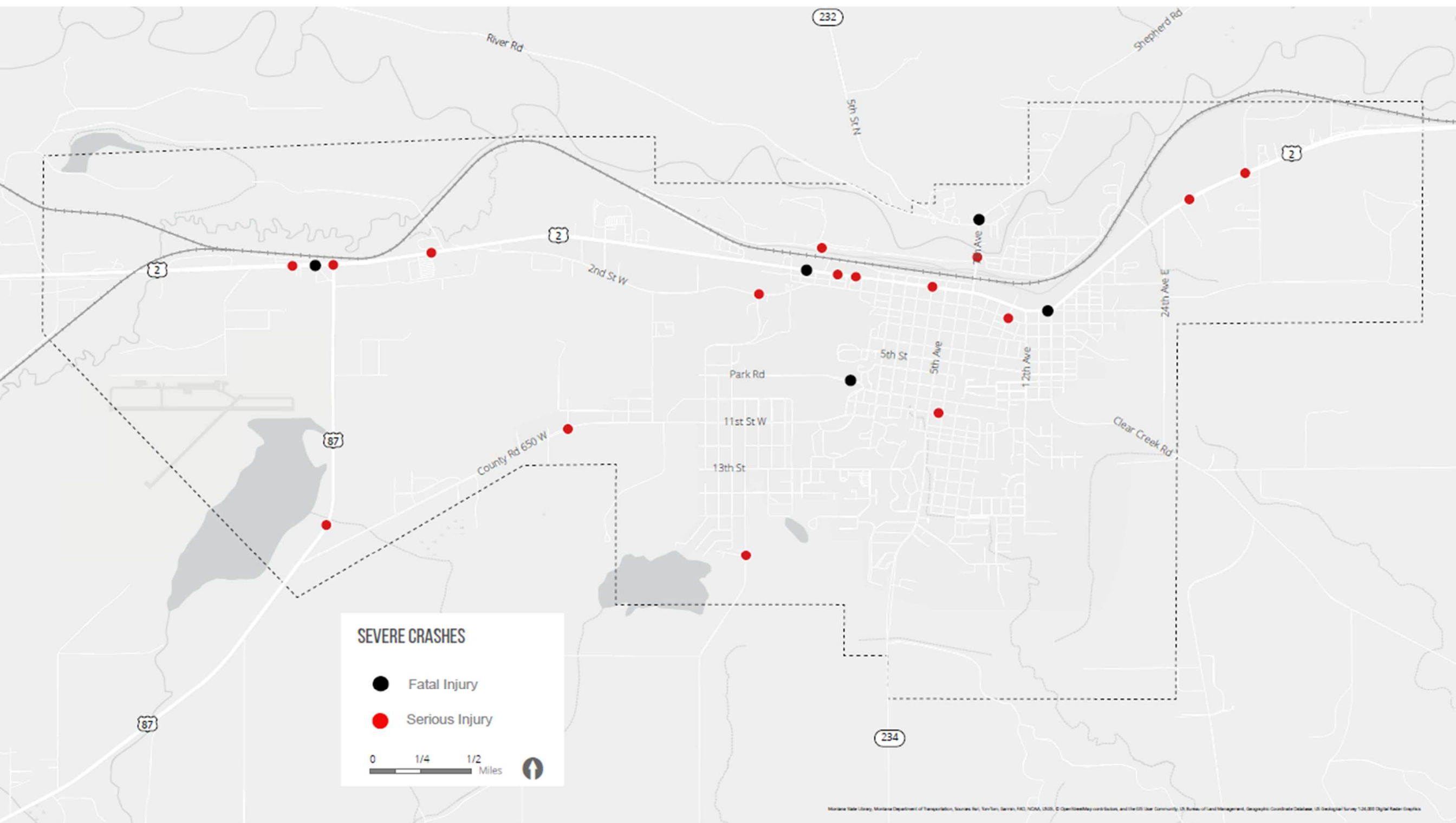
**Commitment
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Crash Data

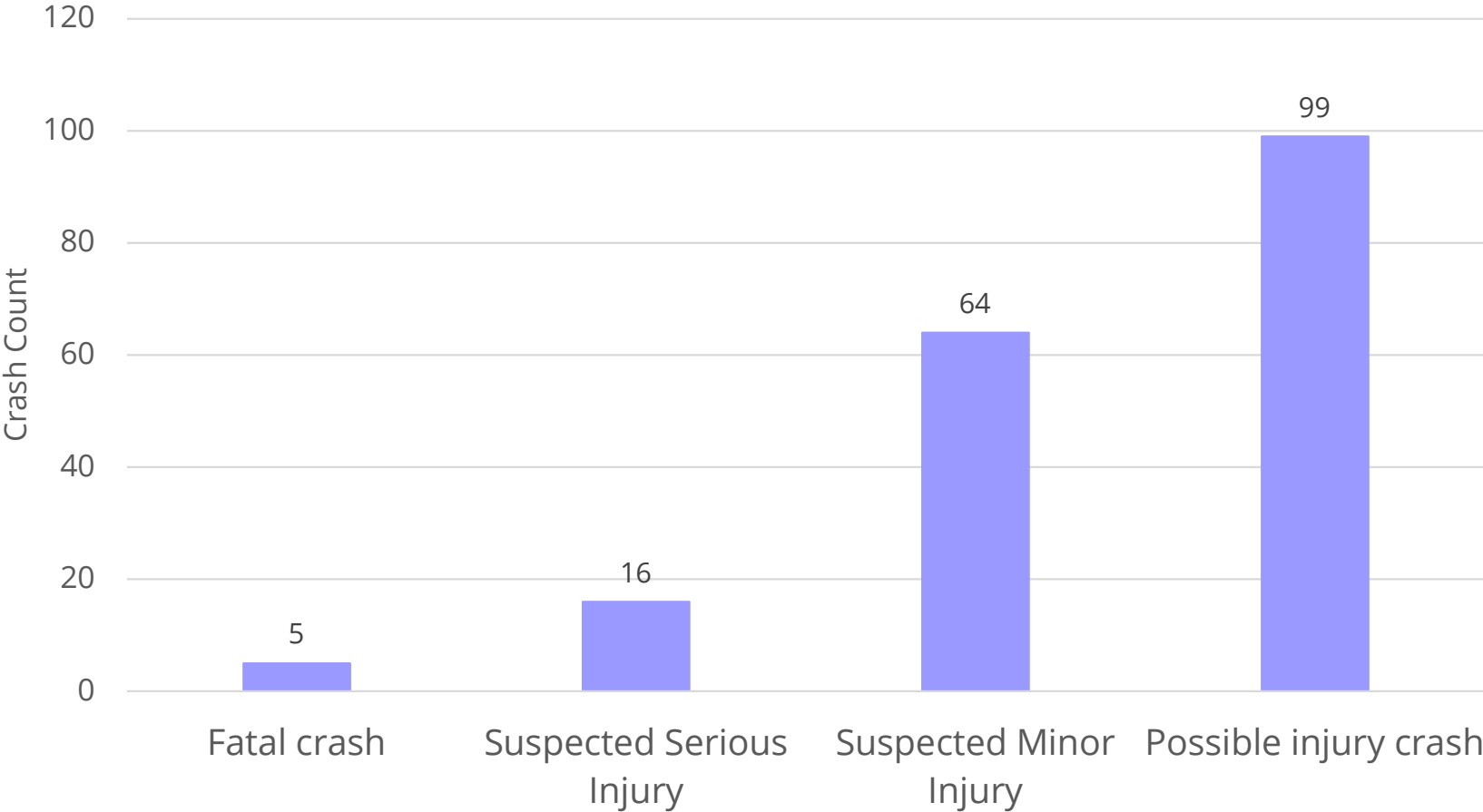
- Years 2015-2024
 - Total 637 Crashes
 - Average of about 71/year
- Only within City of Havre
- Most crashes are at intersections
- Vulnerable Users
 - 7 Bike
 - 7 Pedestrian





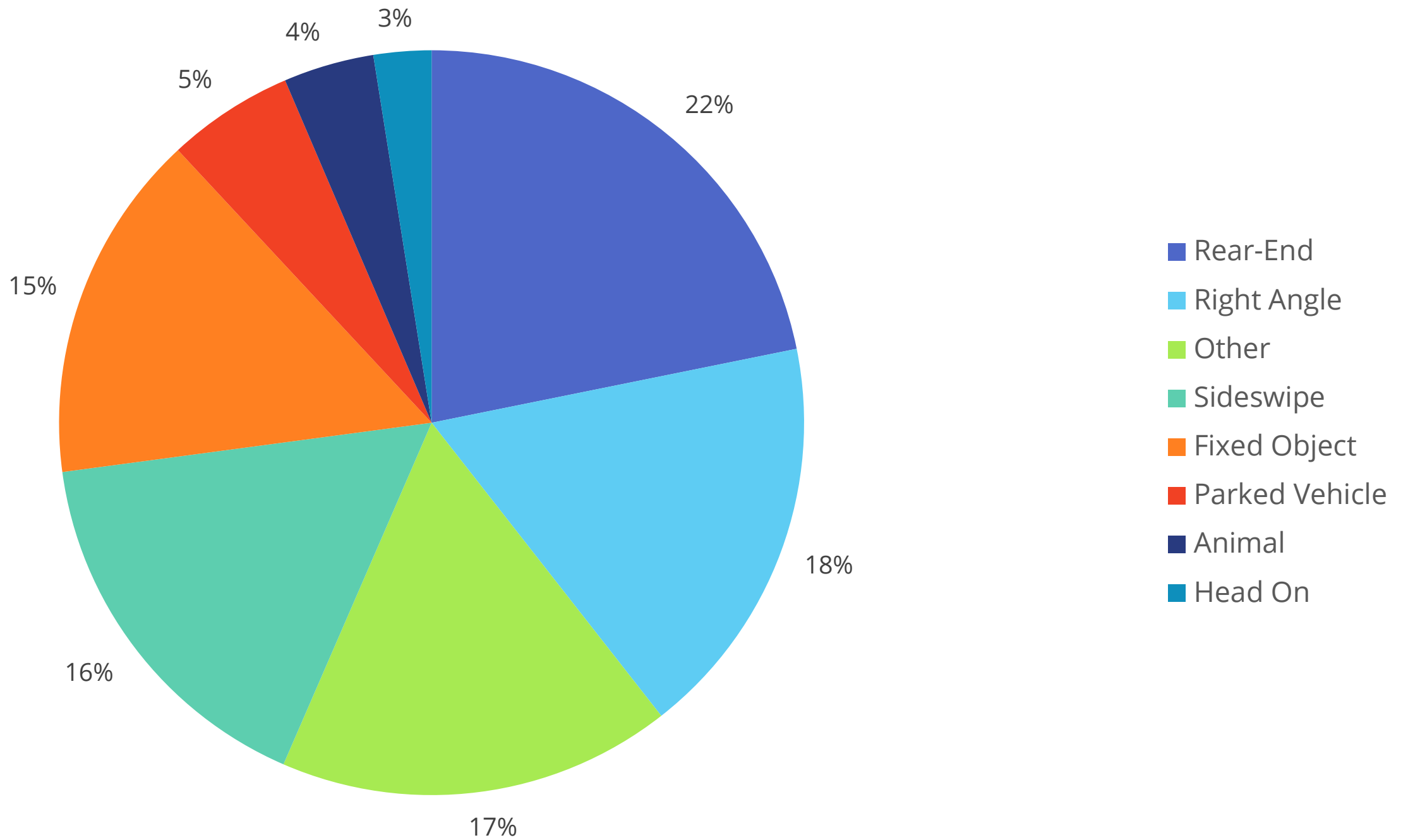


Crashes Resulting in Injury

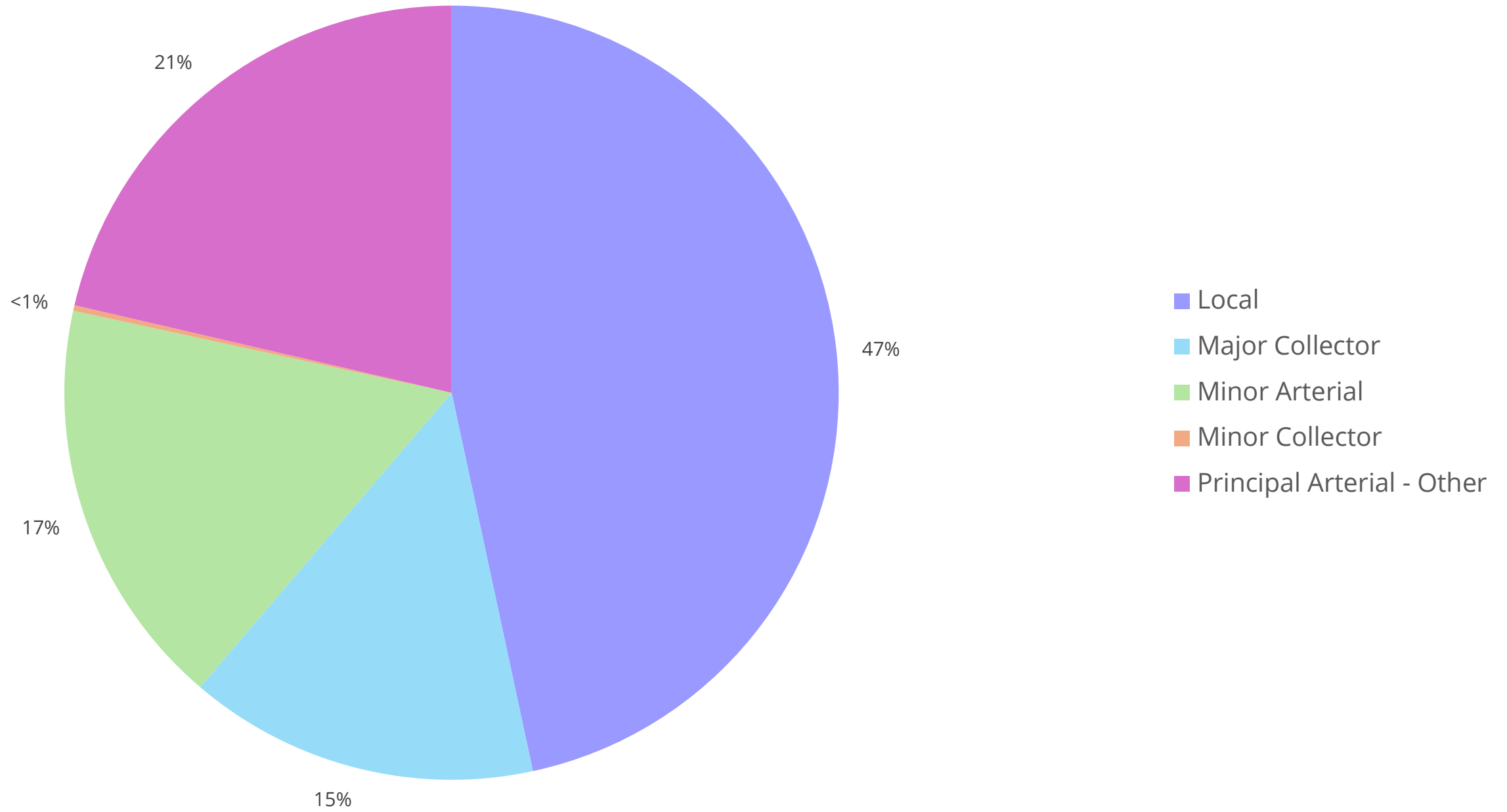


Crash Severity	Count
Fatal crash	5
Suspected Serious Injury	16
Suspected Minor Injury	64
Possible injury crash	99
No apparent Injury (property damage only)	1937
Total	2121

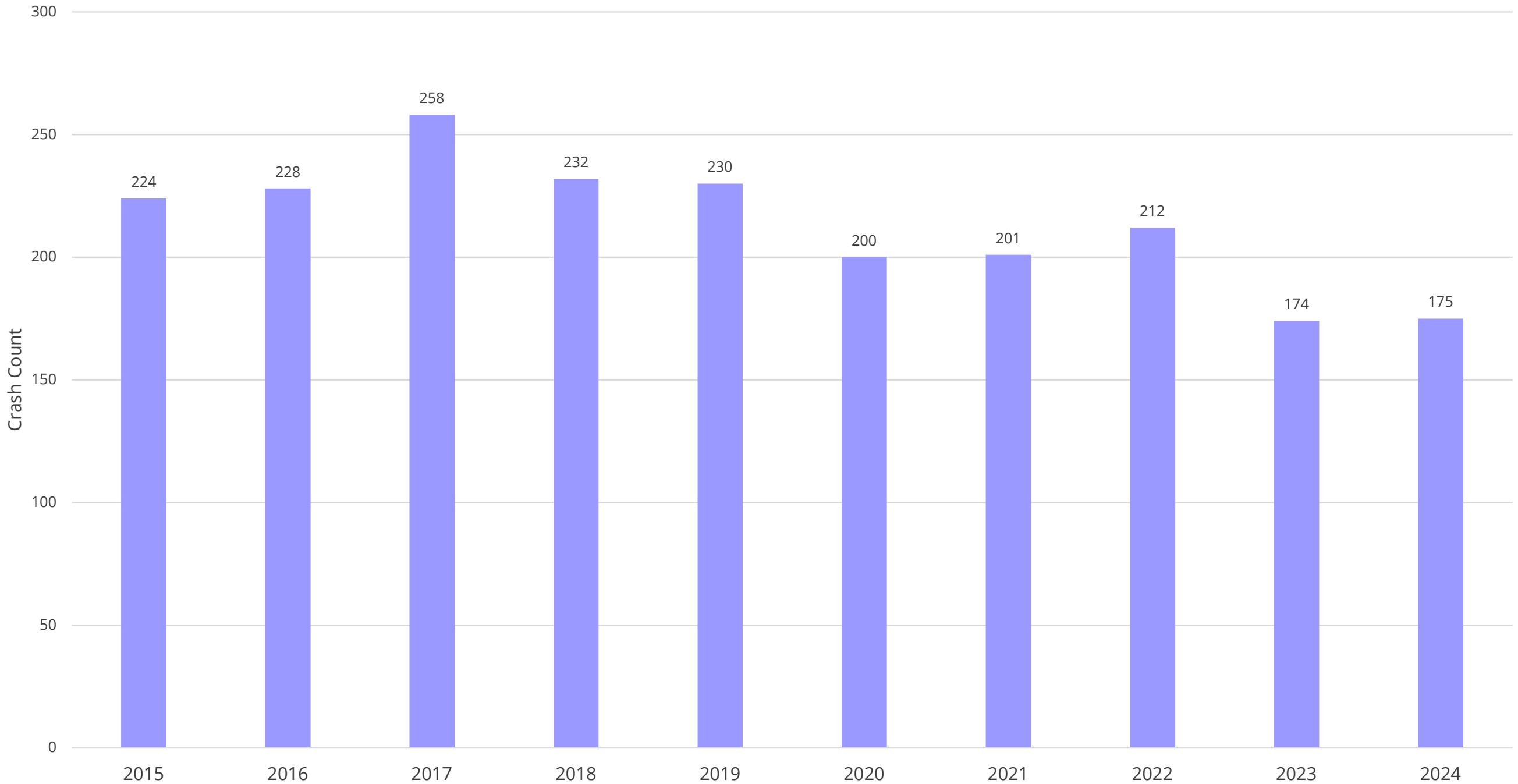
Crashes by Collision Type



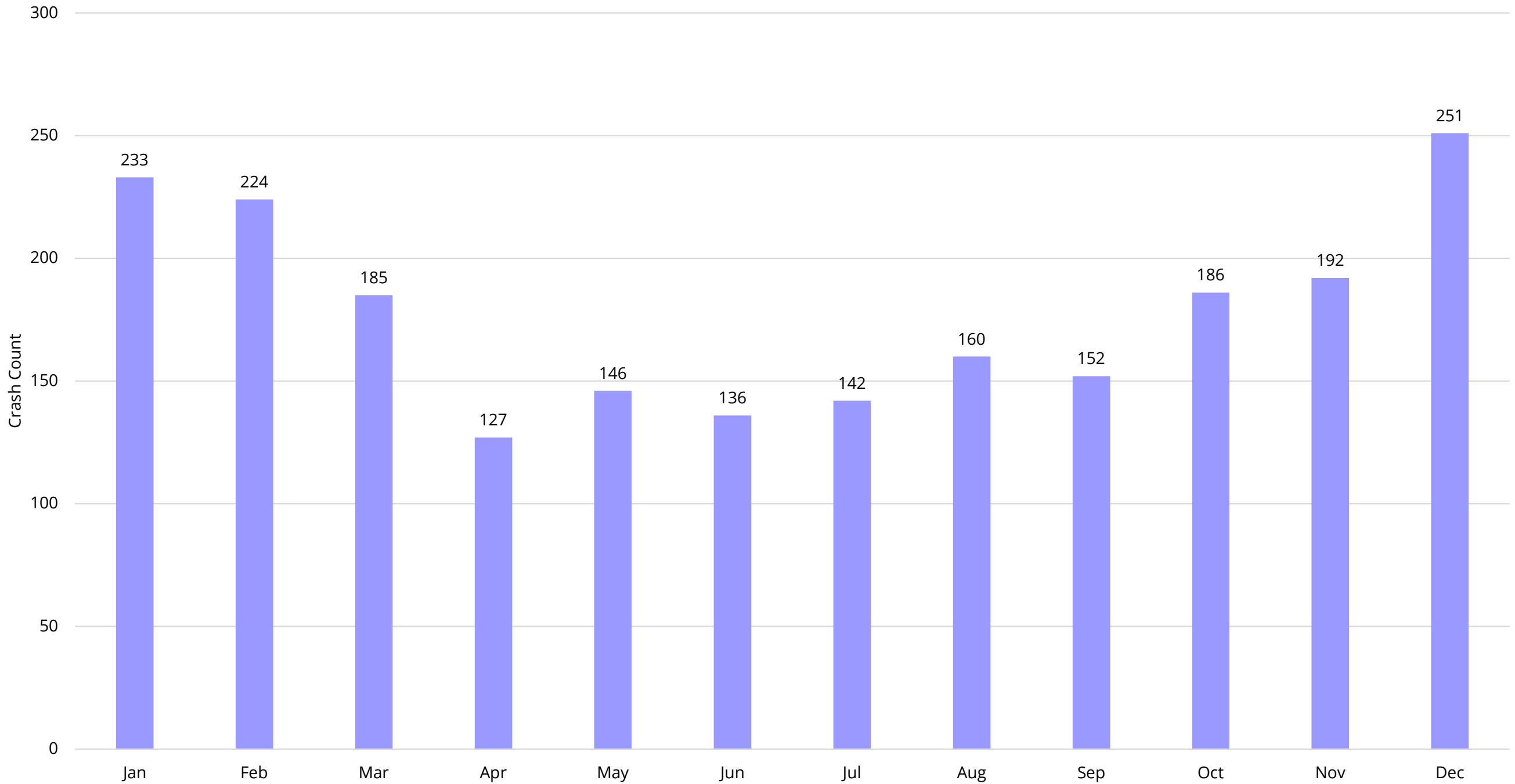
Crashes by Roadway Type



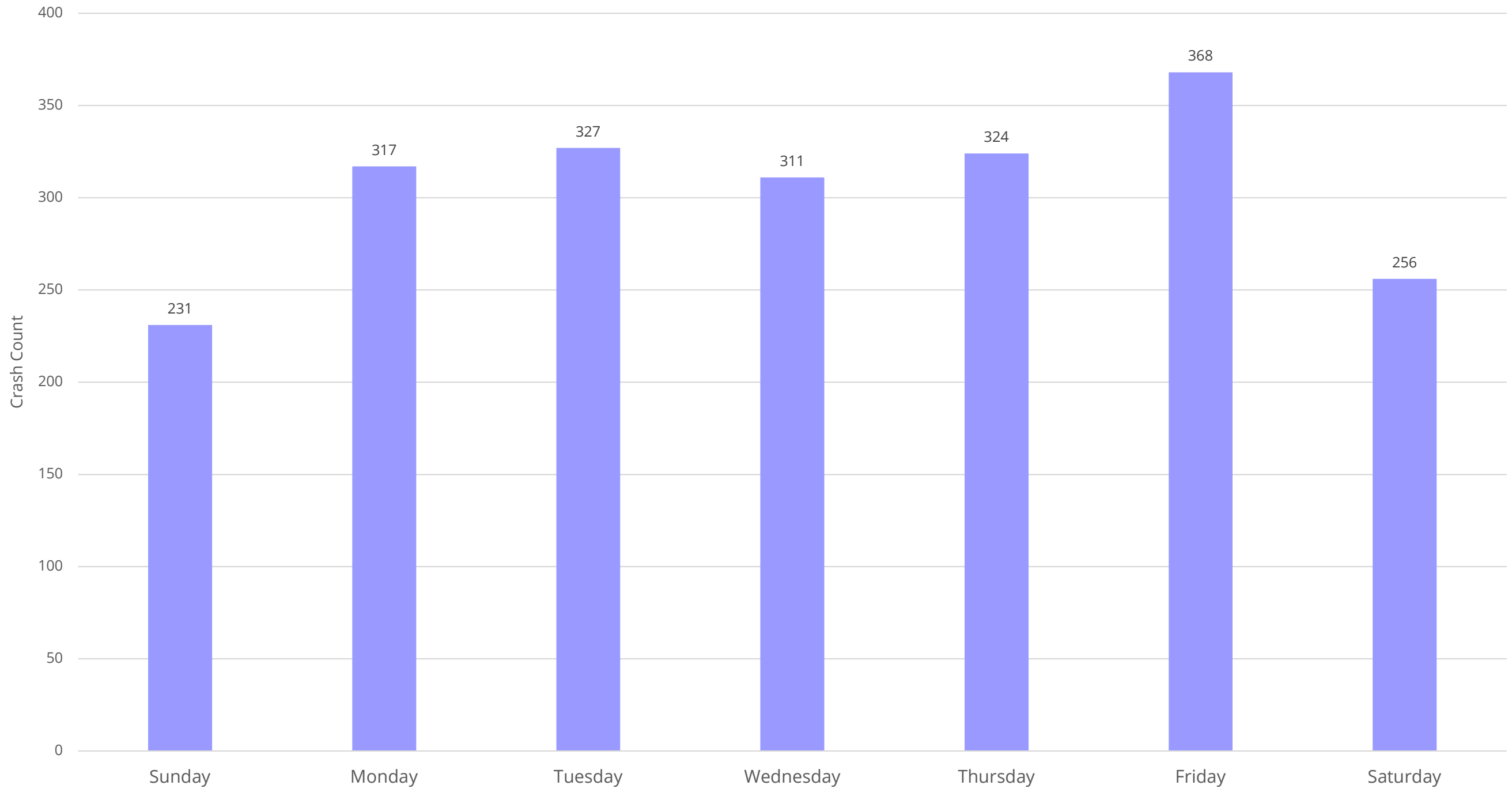
Crashes by Year



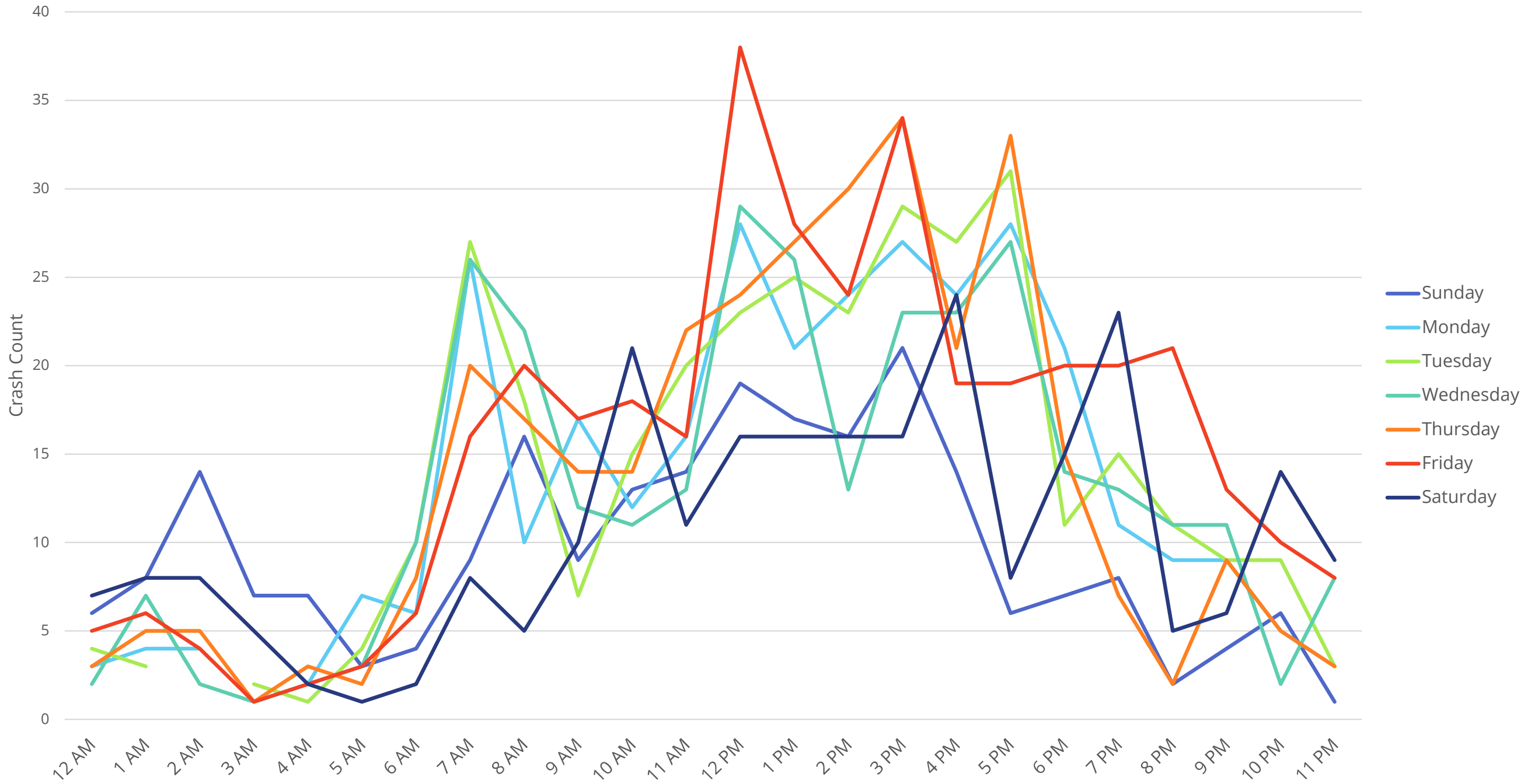
Monthly Crashes



Crashes by Day of Week

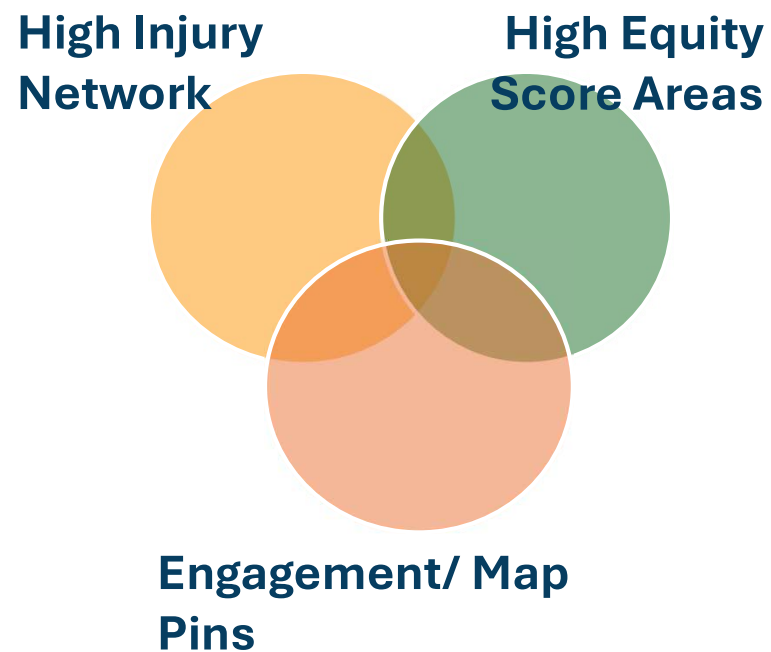


Hourly Crash Distribution



Equity Considerations

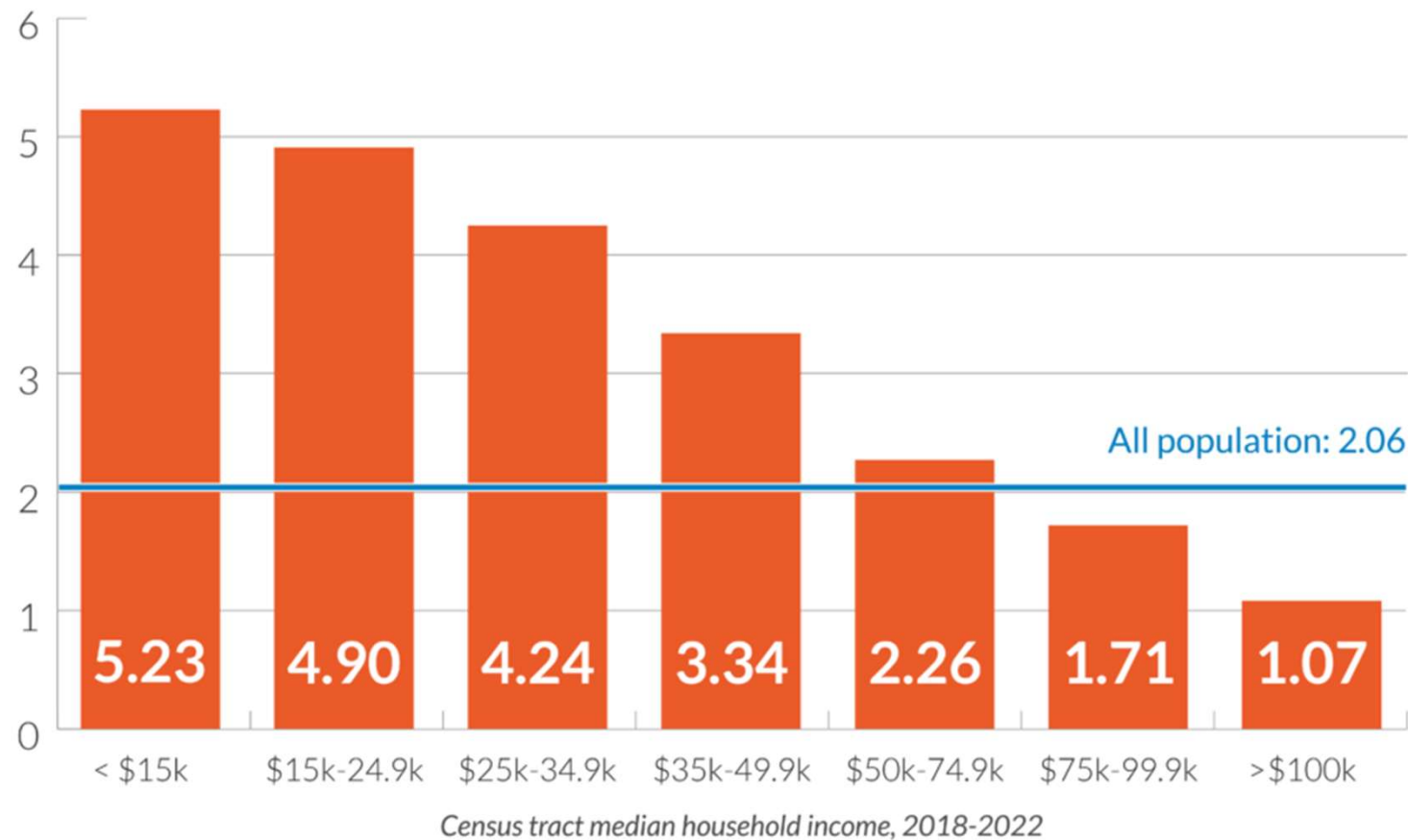
Emphasizing Equity throughout Process



Equity Considerations

Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income



Source: National Highway Traffic Safety Administration.
(2024). Fatality Analysis Reporting System.



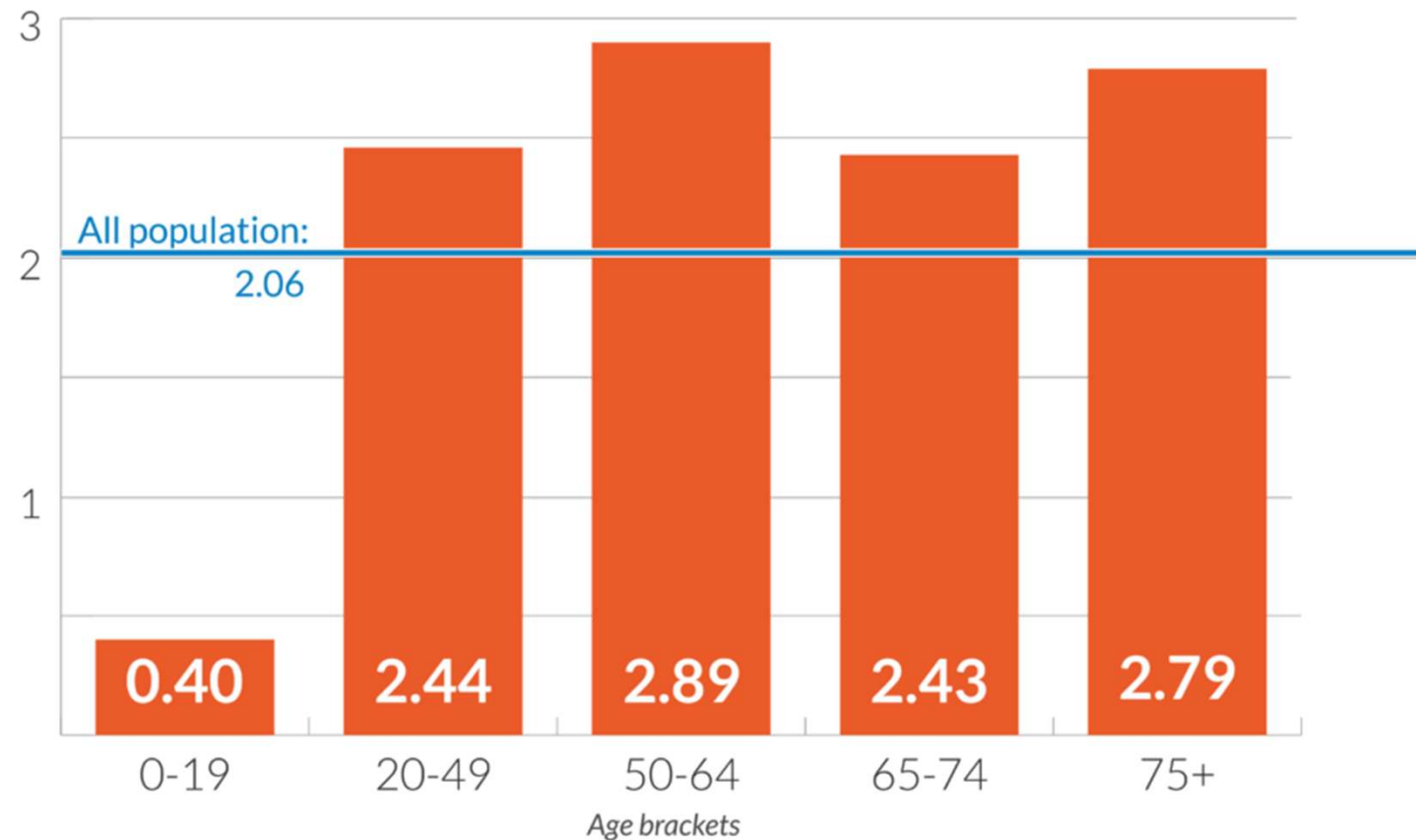
Why It Matters

Smart Growth America's
Dangerous by Design,
2024

Equity Considerations

Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age



Source: National Highway Traffic Safety Administration.
(2024). Fatality Analysis Reporting System.

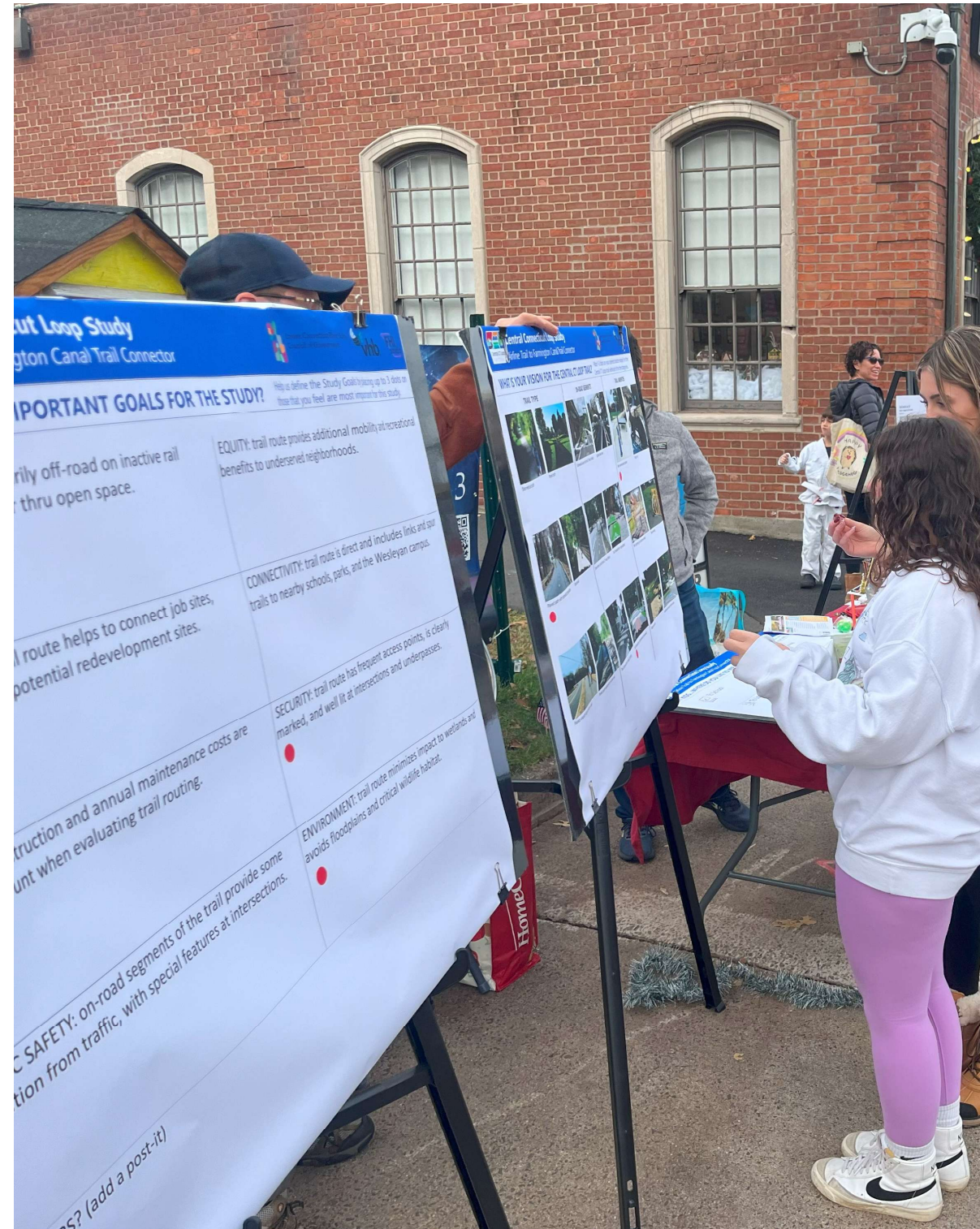


Why It Matters

Smart Growth America's
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Engagement

- Study Advisory Committee Meetings (5)
- Stakeholder Interviews (up to 10)
- Social Media Posts
- Project Website
- Virtual Engagement Mapping Tool
- Public Meetings (4)





[Home](#)

Greater Havre Area Safe Streets for All

Greater Havre Area
Safety Action Plan



Safe Streets and Roads For All

<https://bit.ly/HavreSS4A>


Please identify locations in the Greater Havre area as they relate to roadway safety


🔍 Address Search


1. Zoom and pan the map or enter an address in the search field to find a location.
2. Use the drop down menu to select a category for your pin.
3. Place and move the pin to the desired location.
4. Confirm the selection and provide a comment.
5. Repeat steps 2 through 4 as needed to provide your input.


close

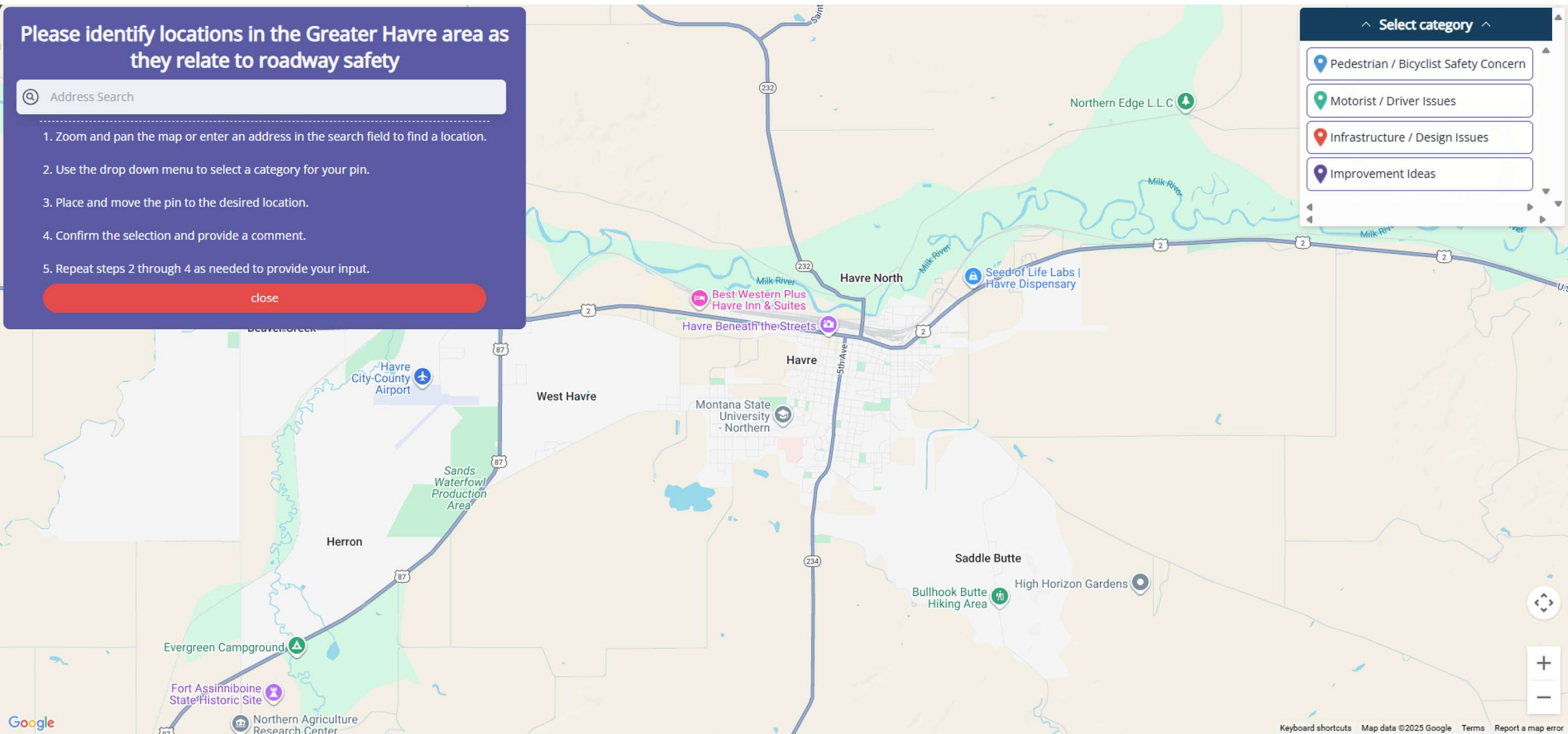
Select category

 Pedestrian / Bicyclist Safety Concern

 Motorist / Driver Issues

 Infrastructure / Design Issues

 Improvement Ideas



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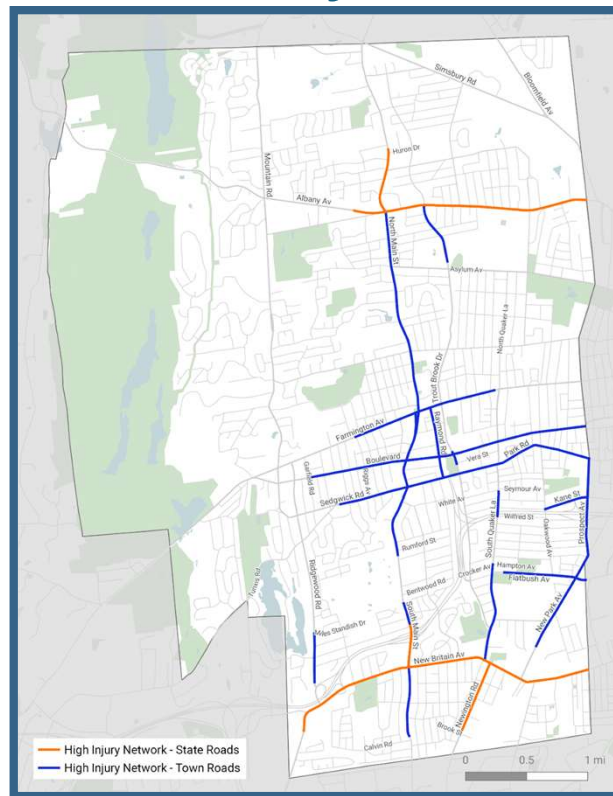
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Project Prioritization

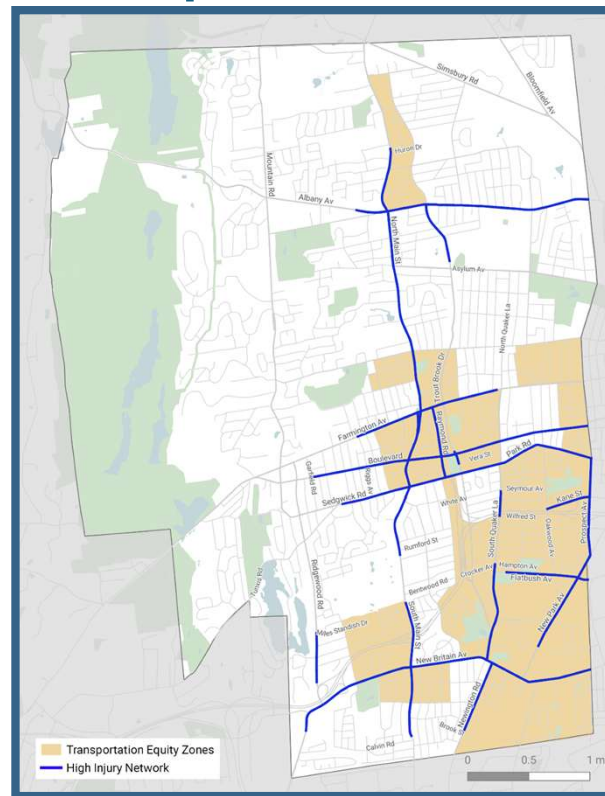
Example: West Hartford Vision Zero Action Plan

Strong Technical Analysis



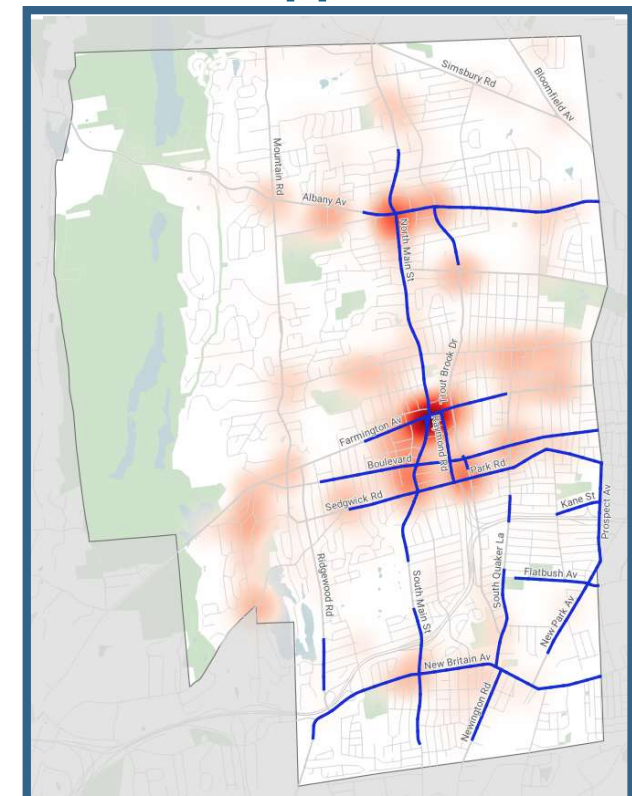
*High Injury
Network*

Equitable Implementation



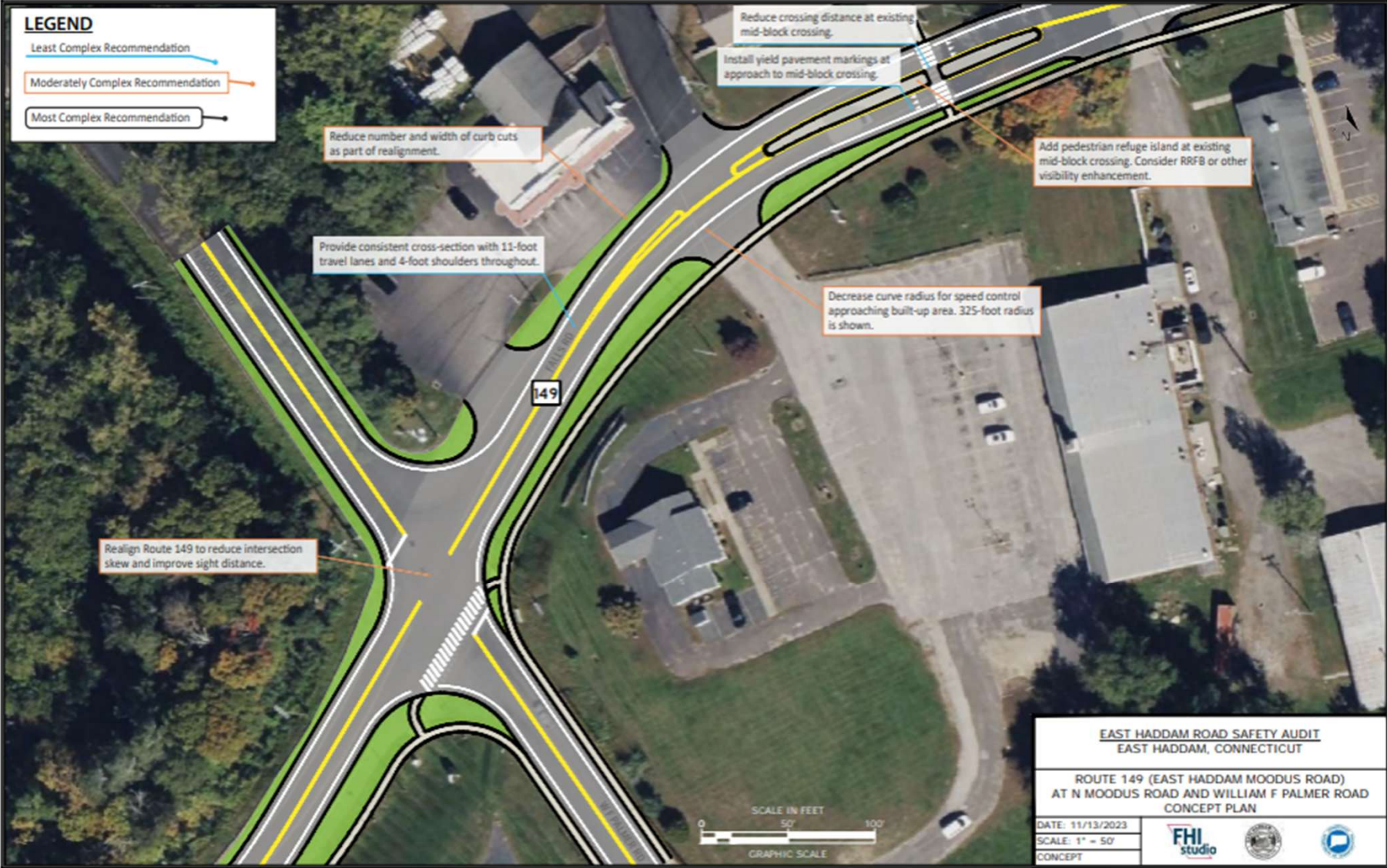
*Transportation
Equity Zones*

Strong Community Support



*Community
Webmap*

Strategy and Countermeasure Selection



3 planning-level
concept plans

Strategy and Countermeasure Selection

Practices & Policies

ID	Action	Timeframe	Priority	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
A	<i>Create the institutional framework for the implementation of Vision Zero.</i>		High					
A1	Make the Vision Zero Task Force permanent and hold quarterly status update meetings.	2024 - Ongoing	High	Town Manager	Community Development	Yes		
A2	Create a specific line item under Transportation & Circulation in the town's Capital Improvement Program budget that accounts for capital expenditures that advance Vision Zero. Provide dedicated funding to that line item.	Ongoing	High	Community Development			Yes	
A3	Pursue implementation grant funding to support the implementation of Vision Zero, including the Safe Streets and Roads for All (SS4A) grant.	Ongoing	High	Engineering/ Police	Public Works	Yes		
A4	Establish a full-time permanent staff position responsible for overseeing the implementation of the Action Plan, annual review, data analysis, and the dashboard.	2025	High	Community Development			Yes	
A5	Conduct an annual review of the Vision Zero Action Plan. Include a work plan for projects to be undertaken in the upcoming year.	2024 - Ongoing	Medium	Engineering		Yes		
A6	Establish an Internal Response Team to identify and implement quick-build safety countermeasures and direct enforcement and education resources at fatal crash locations.	2026 - 2029	Medium	Town Manager	Community Development	Yes	Yes	
A7	Require that all street improvement projects funded by the town include a report on how they advance Vision Zero.	2026 - Ongoing	Low	Engineering		Yes		
B	<i>Establish policies and programs that will support efforts to reduce speeds, calm traffic, and increase safety for all users.</i>		High					
B1	Adopt a policy formalizing the use of target speed as the design approach for town projects.	2024	Medium	Engineering		Yes		

Staffing,
Funding,
Legislative
Obstacles

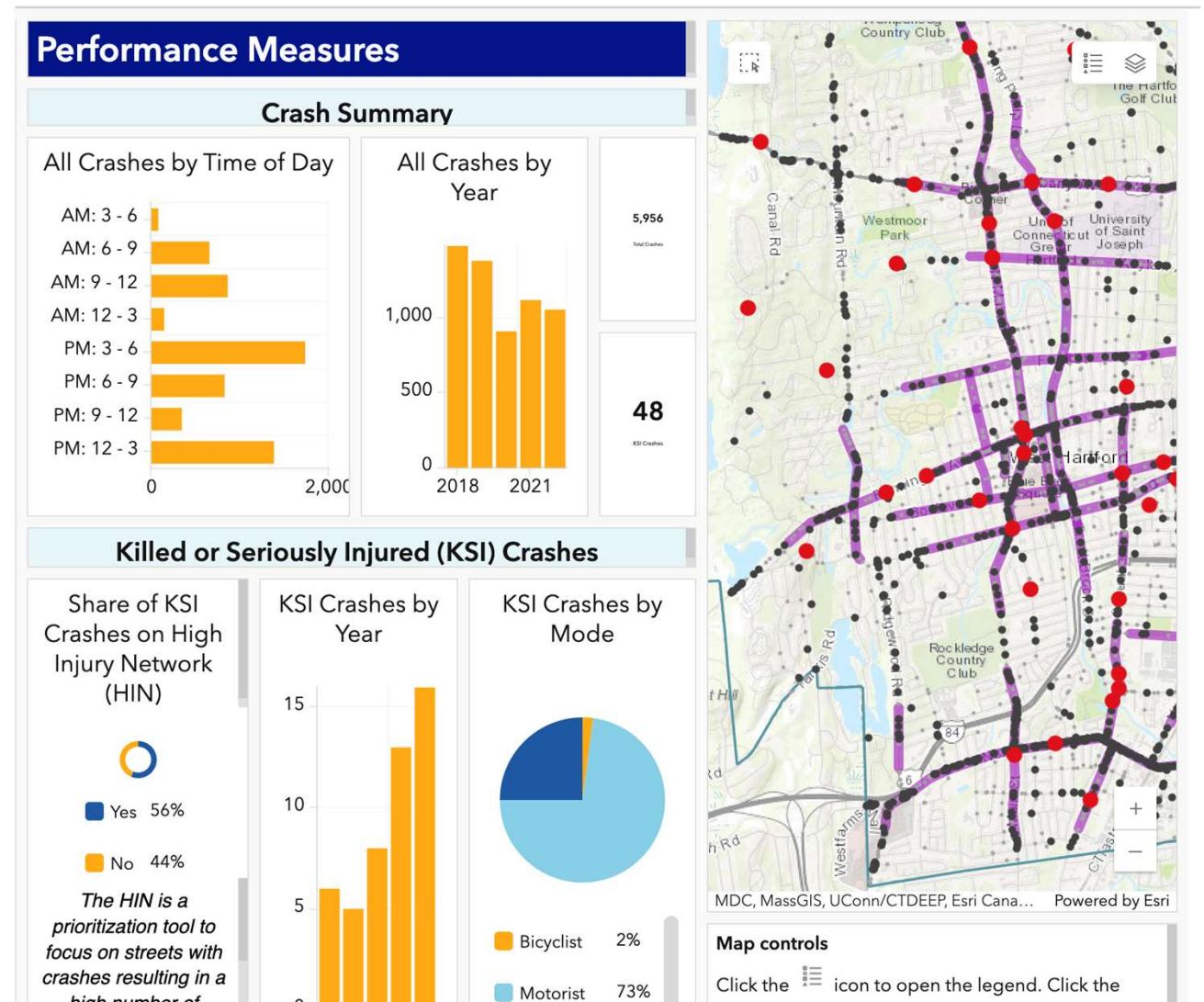
Policy and Process Changes

- Evaluate policies, practices, and processes related to implementing safety infrastructure in the region
- Recommend a process for ongoing project prioritization



Evaluation and Transparency

- Propose process for monitoring progress
- Create End of Period Performance Reporting



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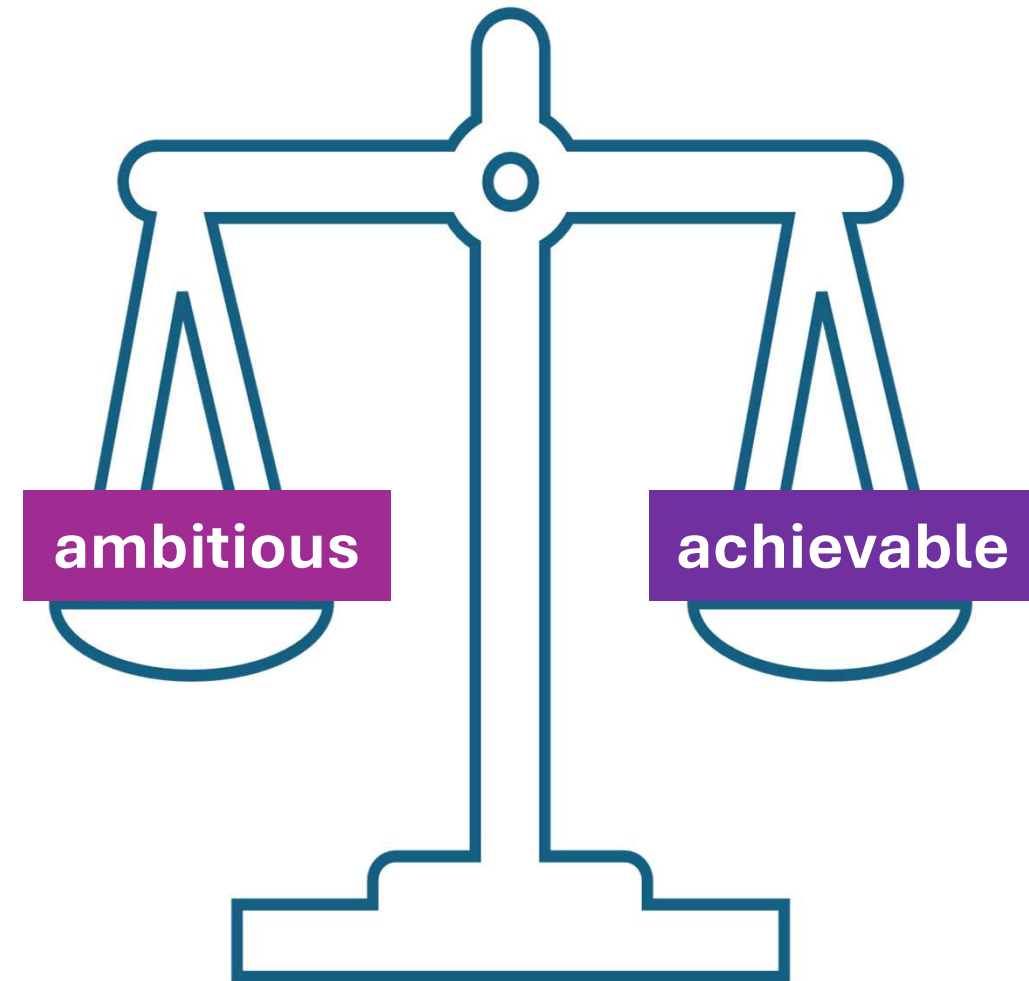
Leadership and Vision

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Vision Zero Commitment

An **official public commitment by a high-ranking official or governing body** to eliminating roadway fatalities and serious injuries achieved through:

- (1) the **target date** for achieving zero roadway fatalities and serious injuries
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date



Do you have any concerns about
committing to Vision Zero?

How long would you need to overcome
obstacles to achieve Vision Zero?



Goals and Vision



Moving Forward

Next Meeting – March 2026

- Virtual Meeting
- Priority locations for concept plans
- Discussion of mitigation strategies

Public Workshop – July 2026

- Concept plan review
- Draft strategies review

Thank You

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