

Colton: Local Safety Action Plan



The City of Colton developed this Local Safety Action Plan to address roadway safety concerns and reduce fatal and serious injury crashes for all users as part of the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program. As a member of the SECOG Regional Safety Action Plan, this local plan builds on regional analysis by focusing on Colton-specific needs and aligning with planned local improvements. The Local Plan connects regional strategies to targeted community actions to improve safety and advance the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

Colton is a small community in Minnehaha County located about twenty minutes from Sioux Falls, with a transportation network that serves local neighborhoods, community destinations, freight activity, and regional connections. Safety concerns include an unsafe crossing on South Main Avenue where sidewalks are not present, the lack of a designated crossing near the park and pool, and vehicles parking along East 6th Street and South Park Avenue during ball games. The City is planning reconstruction of 4th Street with utility and sidewalk improvements, while Taopi Road remains gravel to the city limits and is identified as a priority corridor along with Main Avenue, 1st Street, 5th Street, and the area around the park.

Colton’s land use pattern is primarily residential, with the park, pool, local streets, and industrial uses shaping travel patterns through town. Heavy truck traffic and speeding trucks are concerns on Main Avenue and 1st Street, and freight activity is influenced by the grain elevator and ready-mix facility on Charles Street. The city also has two railroad crossings and experiences two to four trains per day, while visibility issues at 1st Street and Main Avenue due to trees create additional safety concerns. Growth is anticipated to the east, and residents commonly walk on low-volume roads in the evening, underscoring the need to improve pedestrian safety as the community expands.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	284	323	13.73%
No Vehicle Available	5	26	420.00%
1 Vehicle Available	71	108	52.11%
2 Vehicles Available	88	77	-12.50%
3 Vehicles Available	64	59	-7.81%
4+ Vehicles Household	56	53	-5.36%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	749	736	-1.74%
Under 18 (Youth)	218	200	-8.25%
18 to 64	450	414	-8.00%
65 + (Older Adults)	81	122	50.61%
Total Households	284	323	13.73%
Owner Occupied	225	220	-2.22%
Renter Occupied	59	103	74.57%

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

Stakeholder interviews were conducted with representatives from the City of Colton and public engagement also included 6 map pinpoints and 18 completed surveys that provided location-specific input on transportation safety needs. Public input emphasized unsafe pedestrian conditions on South Main Avenue, where sidewalks are lacking, as well as the need for improved crossings near the park and pool and better management of vehicle parking along East 6th Street and South Park Avenue during ball games. Residents also identified truck activity and speeding on Main Avenue and 1st Street, concerns related to railroad crossings and train activity, and visibility limitations at 1st Street and Main Avenue caused by trees. Feedback highlighted the importance of coordinating future safety improvements with planned reconstruction on 4th Street, ongoing pedestrian needs, and expected growth on the east side of town.

Colton 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 Colton.

Colton’s safety profile is defined by roadway departure crashes and challenging nighttime conditions, particularly on routes where lighting and visibility are limited.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Colton, crash patterns suggest that visibility improvements and nighttime safety strategies could play a meaningful role in reducing risk.

Figure 1. Types of crashes

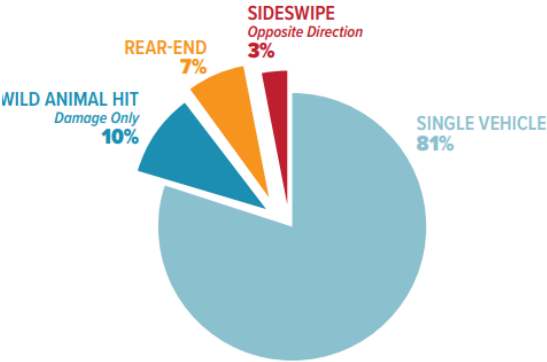


Figure 2. Crashes per year



Crash Analysis

There were **31 total crashes** from 2021-2025

No fatal or severe crashes — lower than regional average (3.8%)

29% on 55+ mph roads

45% in dark conditions — lower than region (36.5%)

No crashes involving people **walking or biking**

Engagement Takeaways

Community feedback themes include:

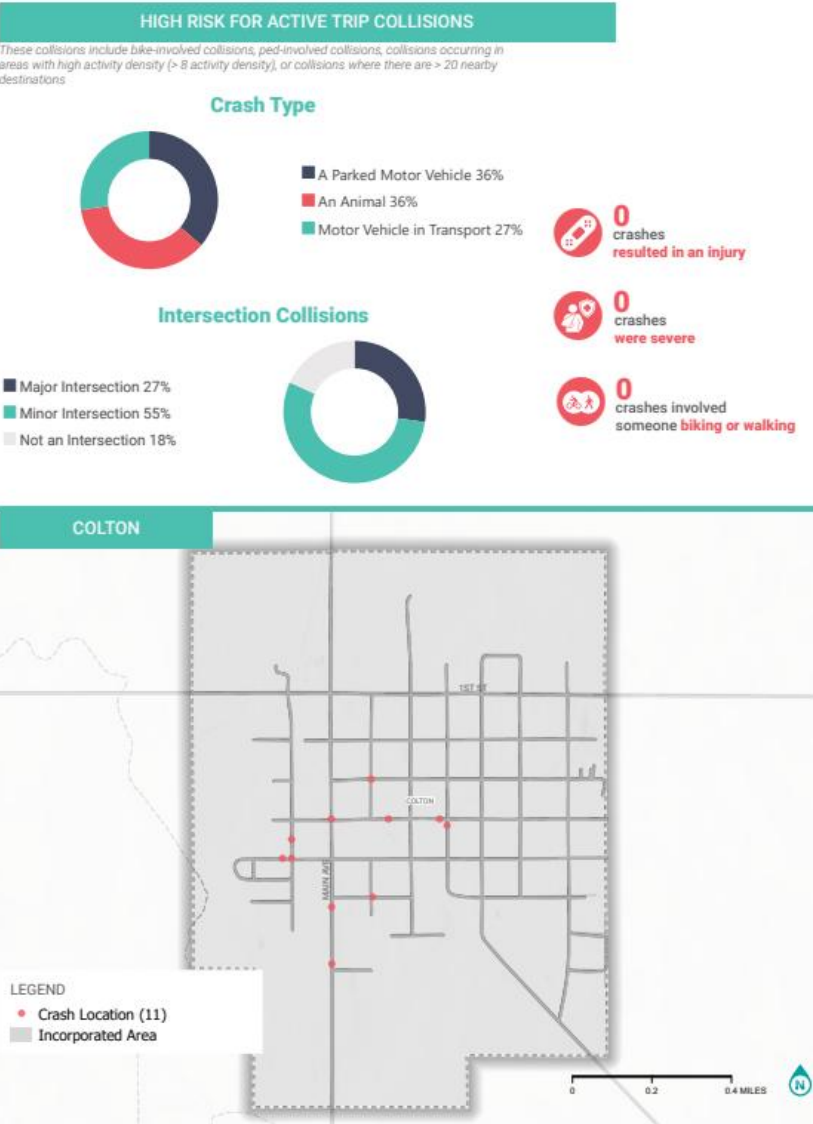
- + **Low stop compliance** at key intersections
- + **Dangerous driver speeds** through neighborhoods
- + **Poor street surface conditions**

Project Recommendations

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



Crash Analysis



Recommendations

Project #1: City-Wide Sidewalk and Lighting Retrofit Project

- Need for sidewalk connectivity throughout community.
- Focus on routes to park, library, and downtown - Iowa, Main, 6th, 4th, and 1st
- Complete as part of street reconstruction projects
- Library to Downtown Crosswalk Enhancement
- Park/Pool Crosswalk enhancement once sidewalk available
- Lighting assessment may be different than sidewalk needs.

Project #2: Main Avenue and 1st Street speed control

Speeding identified as an issue throughout town especially on Main and 1st Street

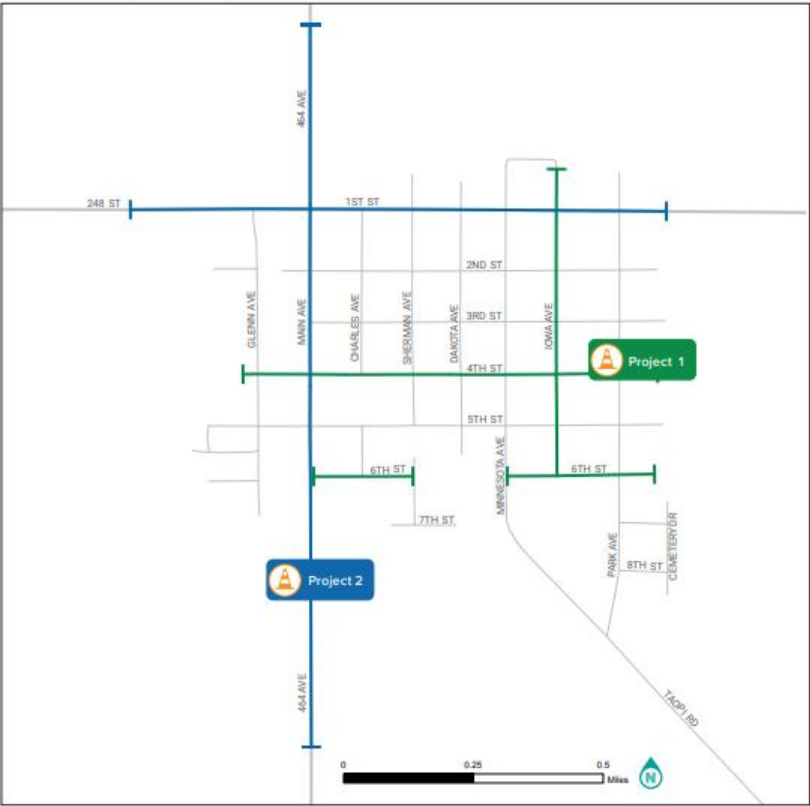
- Review of speed limits especially at city limits area.
- Variable Speed Feedback Sign is a low-cost solution.
- Cost is approximately \$12,000 per sign.

Additional Projects

- Low-Cost Stop Sign Enhancements
 - To increase drivers stopping compliance
 - Retroreflective sheeting on sign posts.
 - Flashing stop sign - \$2,500 per sign
 - Properly placed stop bar.
- Bike Trail to Tri-Valley School
 - Or other chosen route location to provide safe areas for bikes and pedestrian activity.



Priority Projects



1. Iowa Avenue, 6th Street, and 4th Street Sidewalk and Lighting Project

2. Main Avenue and 1st Street Speed Control



City-Wide Sidewalk and Lighting Retrofit Project



- Need for sidewalk connectivity throughout community.
- Focus on routes to park, library, and downtown - Iowa, Main, 6th, 4th, and 1st
- Complete as part of street reconstruction projects
- Finance sidewalks with a mix of sidewalk special assessments, with all street reconstruction projects, ordinance requiring sidewalks with new construction, and TAP grant applications.
- Library to Downtown Crosswalk Enhancement
- Park/Pool Crosswalk enhancement once sidewalk available
- Lighting assessment may be different than sidewalk needs.



Main Avenue and 1st Street speed control – speed feedback signs



- Speeding identified as an issue throughout town especially on Main and 1st Street
- Review of speed limits especially at city limits area.
- Variable Speed Feedback Sign is a low-cost solution.
- Add signs in other areas as complaints are known.
- Cost is approximately \$12,000 per sign.



Other Recommended Projects



- Low-Cost Stop Sign Enhancements
 - To increase drivers stopping compliance
 - Retroreflective sheeting on sign posts.
 - Flashing stop sign - \$2,500 per sign
 - Properly placed stop bar.
- Bike Trail to Tri-Valley School
 - Or other chosen route location to provide safe areas for bikes and pedestrian activity.
- Work with surrounding SECOG SS4A communities in putting together a bundled SS4A Implementation grant application for safety improvements

