

Harrisburg: Local Safety Action Plan



The City of Harrisburg 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 SECORG Regional Safety Action Plan, this local plan builds on regional analysis by focusing on Harrisburg-specific needs and aligning with existing efforts such as the Transportation Master Plan. The Local Plan is intended to bridge regional strategies with targeted actions at the local level to improve safety and support the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

The City of Harrisburg is rapidly a growing community located south of Sioux Falls in Lincoln County, South Dakota. Harrisburg has been experiencing significant population growth and increasing development since the early 2000s. Harrisburg’s transportation system consists of a network of arterial, collector, and local roadways that support both regional and local travel. Roadways serve as the primary routes for commuting, school access, and commercial activity. State Highway 115 (474th Avenue) connects the city to the State Highway System. Harrisburg’s land use pattern is predominantly residential, with commercial, industrial, and higher intensity uses concentrated along major corridors such as Willow Street, Cliff Avenue, and Minnesota Avenue. As the area transitions from a small bedroom community to a larger suburban center, addressing issues such as capacity and access management along roadways, intersection improvements, and connection and safety of multimodal facilities (sidewalks and trails) will be critical to support the future growth.

Harrisburg Demographics

Harrisburg’s population increased by 82.1% from 2014 to 2024. This robust growth is anticipated to continue in the coming years as the City grows and surrounding agricultural lands are developed.

Vehicles Available			
Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	1,444	3,008	108.3%
No Vehicle Available	0	41	*N/A
1 Vehicle Available	242	626	158.7%
2 Vehicles Available	751	1,291	71.9%
3 Vehicles Available	356	729	104.8%
4+ Vehicles Household	95	1,084	237.9%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	4,678	8,519	82.11%
Under 18 (Youth)	1,831 (39.1%)	2,915 (34.2%)	59.2%
18 to 64	2,736 (58.5%)	5,292 (62.1%)	93.4%
65 + (Older Adults)	111 (2.4%)	312 (3.7%)	181.1%
Total Households	1,444	3,008	108.3%
Owner Occupied	1,226	2,359	92.4%
Renter Occupied	218	649	197.7%

Regional Safety Action Plan Vision and Goals

Vision: *The SECORG 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, SECORG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

Approach: The engagement process for the SECORG Regional Safety Action Plan included stakeholder interviews, community survey, an in-person open house meeting, and the use of online engagement tools to gather location-specific comments on transportation safety concerns. The variety of community engagement methods were developed to ensure broad and accessible participation. Stakeholder interviews were conducted with representatives from the City of Harrisburg, Lincoln County Sheriff’s Office, and the Harrisburg School District. Conversations and public input centered around school and recreation access, safety concerns along key corridors, traffic congestion at specific locations, as well as speeding and unsafe driving behavior. Center turn lanes (TWLTL) were specifically cited as a needed operational improvements on primary roadways.

Harrisburg participated in the SECORG 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 Harrisburg.

As one of the region’s largest and fastest-growing communities, Harrisburg faces significant safety challenges associated with high traffic volumes, higher-speed corridors, and crashes involving people walking and biking.

Across SECORG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Harrisburg, crash patterns highlight the need to address speed on major corridors while improving safety and comfort for people outside of vehicles.

Figure 1. Types of crashes

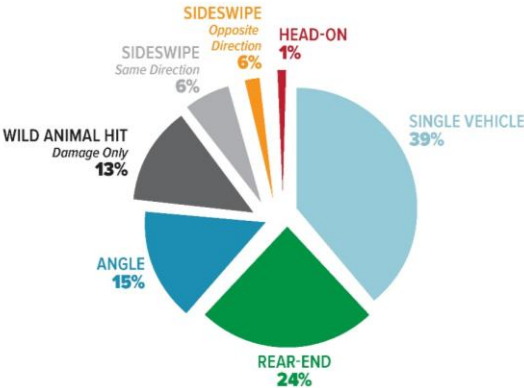


Figure 2. Crashes per year



Crash Analysis

There were **578** total crashes

4% of crashes were incapacitating or fatal compared to 3.8% regionwide.

62% of crashes occurred on roads posted **55 mph or higher**; 13% were on 65+ mph roads; 11% were on 75 mph roads.

25% of crashes occurred in **dark, unlighted conditions**, compared to 36.5% regionwide

4 crashes involved someone **walking or biking**; **2** were incapacitating or fatal.



Engagement Takeaways

Intersection safety associated with growing transportation demand and development trends was a feedback focus. Concerns include:

- + **Congestion** and high traffic volumes
- + **Unsafe** pedestrian facilities and bicycle routes
- + **Limited visibility** for drivers and pedestrians

Crash Analysis

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



Motor Vehicle in Transport 79%
A Parked Motor Vehicle 9%
Non-Movable Object 8%
Other 3%

8 crashes resulted in an injury

0 crashes were severe

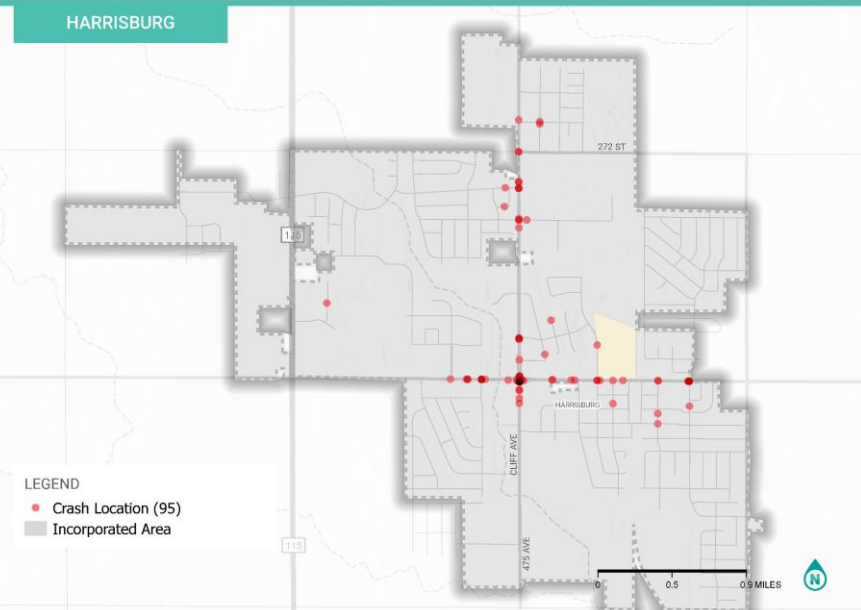
2 crashes involved someone biking or walking

Intersection Collisions



Major Intersection 74%
Minor Intersection 7%
Not an Intersection 19%

HARRISBURG



Recommendations

Priority #1: Willow Street from SD 115 to Southeastern Ave; Cliff Avenue from 271st Street to Willow Street

Cost Estimate : \$25,840,000 (Cliff Ph. 1 &2) \$26,519,000 (Willow Ph. 2 & 3)

This project includes Willow Street from SD 115 to Southeastern Avenue and Cliff Avenue from 271st Street to Willow Street. As Harrisburg's highest public-input priority and a HIN/HII priority location, the corridor should be advanced as a multimodal safety and operations project addressing congestion, access management, pedestrian crossings, sidewalk/pathway continuity, lighting, roundabout operations. Potential treatments include center turn lane implementation, a corridor operations study, intersection review, enhanced crossings, sidewalk and trail connections to schools and Central Park, lighting improvements, roundabout signing/visibility review, and access management as development continues.

Priority #2: SD-115 from Willow Street to Tom Sawyer Trail

Cost Estimate: Under study currently by SDDOT

This SDDOT-partner project includes SD 115 from Willow Street to Tom Sawyer Trail and the Tom Sawyer Trail intersection. Public input focused on speeds, turning movements, and development-related safety concerns as the corridor becomes more urbanized. Recommended treatments include a speed transition review entering Harrisburg, posted speed limit evaluation, extended left-turn lanes where queues or turning traffic affect through movements, intersection control and operations review at 273rd Street and Tom Sawyer Trail, trail crossing protection near Tom Sawyer/Blue Ox, and continued coordination with SDDOT's corridor study.

Priority #3: Cliff Avenue School Safety Improvements

Cost Estimate (Planning-Level): \$928,000 (excludes HSD trail project)

This project focuses on pedestrian and bicycle safety near Harrisburg South Middle School, Liberty Elementary School, and along Cliff Avenue. Public input identified the unpaved and unlit Emmett Trail / Cliff Avenue school path as a key school access concern, along with crossing needs near Maple Street and Honeysuckle Drive. Recommended improvements include paving and lighting the school path, extending the trail south to W. Twin Creek Drive, improving school crosswalk visibility, adding school-zone signage and markings, considering RRFBs or flashing school-zone beacons, and reviewing Cliff Avenue for a possible three-lane section with a two-way left-turn lane and pedestrian refuge islands. Harrisburg Public Schools currently has plans to pave the Emmett Trail / Cliff Ave. school path.

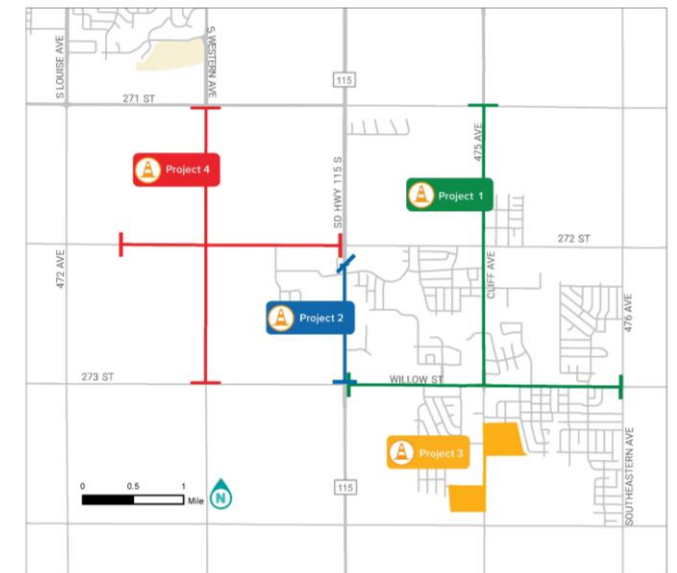
Priority #4: 272nd Street & 473rd Ave/Western Corridors Safety and Paving Project

Cost Estimate (Planning-Level): \$9,460,000

Jurisdiction: City-County Partnership (Mostly in Growth Area)

This project addresses the 272nd Street / 473rd Avenue growth area, where traffic volumes are increasing through intersection improvements, multimodal, and rural-to-urban transition safety needs. Public and stakeholder input identified paving needs, approach-speed concerns, and future school/development traffic as key issues. Recommended actions include paving, a corridor/planning study, turn-lane review, intersection control evaluation, school and development traffic operations review, lighting and signing improvements, and coordination with local and state jurisdictions. A paving project along 272nd Street is in development.

Priority Projects



1. Willow Street from SD 115 to Southeastern Avenue and Cliff Avenue from 271st Street to Willow Street

2. SD-115 from Willow Street to Tom Sawyer Trail Intersection

3. School Zone Transportation Safety Package

► Harrisburg South Middle School Crossing & Lighting
► Liberty Elementary / Emmett Trail Safe Routes Project

4. 272nd Street & 473rd Avenue