

Canton: Local Safety Action Plan



The City of Canton 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 Canton-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 Canton is a rapidly growing community located in Lincoln County in southeastern South Dakota, approximately 20 miles south of Sioux Falls. Canton has experienced steady population growth and increasing development in recent years, supported by residential expansion, local commerce, and its role as the county seat. Canton’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. U.S. Highway 18 and South Dakota Highway 11 connect the city to the regional transportation network. Canton’s land use pattern includes a mix of residential, commercial, and institutional uses, with higher intensity activity concentrated along major corridors and within the downtown area. As the community continues to grow, addressing issues such as capacity and access management along roadways, intersection operations, and the safety and connectivity of multimodal facilities will be critical to support future growth and efficient movement of people and goods.

Canton Demographics

Canton’s population decreased by 5.8% from 2014 to 2024, while land use remains primarily residential with development concentrated in a compact city core and along key corridors.

Vehicles Available			
Vehicles Available	2014	2024	Percent Change
Total Households	1,314	1,409	7.2%
No Vehicle Available	14	17	21.4%
1 Vehicle Available	441	625	41.7%
2 Vehicles Available	425	518	21.9%
3 Vehicles Available	268	132	-50.7%
4+ Vehicles Household	166	117	-29.5%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2010/2014	2020/2024	Percent Change
Population (2010-2020)	3,057	3,066	2.9%
Under 18 (Youth)	21%	23%	2.7%
18 to 64	64%	51%	-24.6%
65 + (Older Adults)	15%	26%	62.7%
Total Households	1,314	1,409	7.2%
Owner Occupied	869	959	10.4%
Renter Occupied	445	450	1.1%

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

Approach: The engagement process for the SECOG Regional Safety Action Plan included stakeholder interviews, a community survey, and the use of online engagement tools such as Social Pinpoint to gather location-specific comments on transportation safety concerns. A combination of in-person outreach and digital engagement methods was used to ensure broad and accessible participation. Stakeholder interviews were conducted with representatives from the City of Canton, local partners, and agencies involved in transportation planning, operations, and safety. Conversations and public input centered around conditions along US-18, school access, and neighborhood mobility, including concerns related to speeds, access, and connectivity. Survey and online feedback reflected limited input, focusing on speeding and bicycle-related concerns and identifying specific safety issues within the community.

Canton 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 Canton. Canton’s safety experience reflects a transition point between local and regional travel, where intersections and crossing locations are key points of conflict within the transportation system. Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Canton, crash patterns highlight opportunities to improve intersection safety, address visibility challenges, and support safer crossings for people walking and biking.

Figure 1. Types of crashes

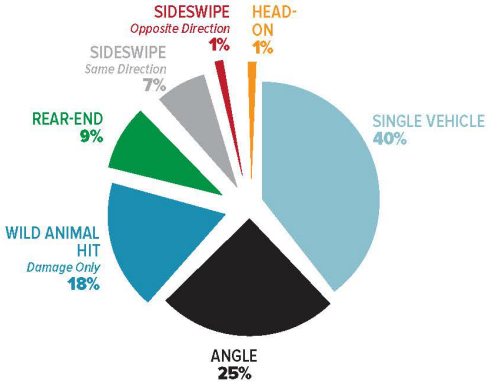


Figure 2. Crashes per year



Crash Analysis

There were **131 total crashes** from 2021-2025

3 fatal or severe crashes (2.3%) — lower than regional average (3.8%)

18% on 55+ mph roads; 11% on 65+ mph

23% in dark conditions — lower than region (36.5%)

1 crash involving people walking or biking



Engagement Takeaways

Community concerns include:

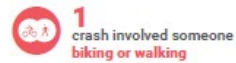
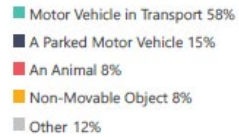
- + **US 18** traffic and pedestrian safety through town
- + **N. Dakota Street** pedestrian and bike safety
- + **Sidewalk connectivity** and pedestrian safety
- + **Scooters/E-bike safety**

Crash Analysis

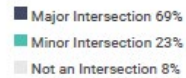
HIGH RISK FOR ACTIVE TRIP COLLISIONS

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

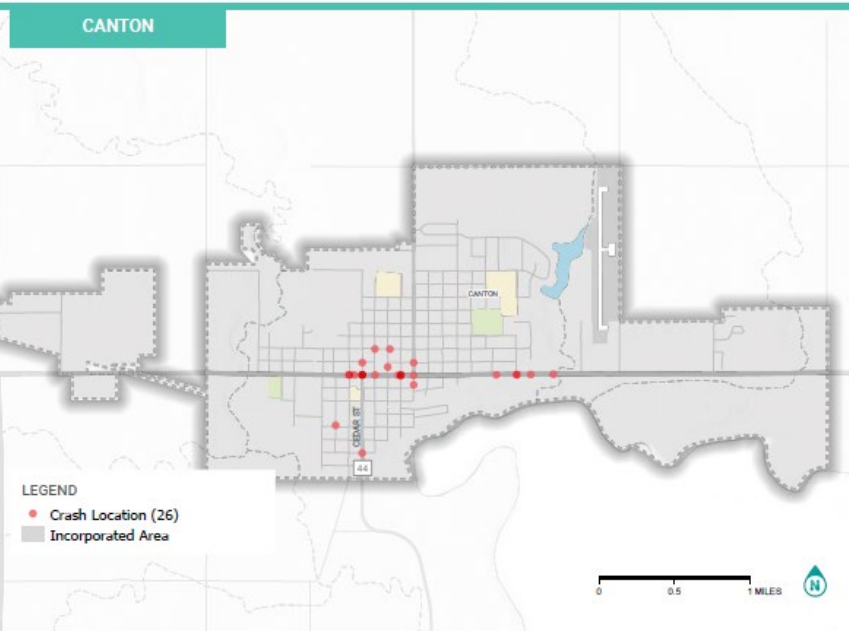
Crash Type



Intersection Collisions



CANTON



Recommendations

Priority #1: US 18 Corridor Safety, Mobility, and Growth Area Study

This project would evaluate safety, mobility, and access along US 18 through Canton and the surrounding growth areas. Emphasis should be placed on creating a more consistent urban corridor, improving speed transitions, and addressing intersection operations, pedestrian and bicycle crossings, access management, and connections to future development. Potential improvements include intersection control modifications, turn lanes, crossing enhancements, sidewalk or sidepath connections, lighting, signing, pavement markings, and other targeted corridor improvements where warranted.

Priority #2: North Dakota Street School and Community Connectivity Project

Improving walking, bicycling, and neighborhood connectivity along North Dakota Street is the primary focus of this project. Particular attention should be given to access between residential areas, the school, and destinations serving older residents, as well as vehicle speeds, crossing visibility, parking conflicts, and gaps in pedestrian facilities. Potential improvements include enhanced crossings, speed-management treatments, lighting, signing and pavement marking upgrades, sidewalk and accessibility improvements, bicycle accommodations, and targeted curb or intersection modifications where warranted.

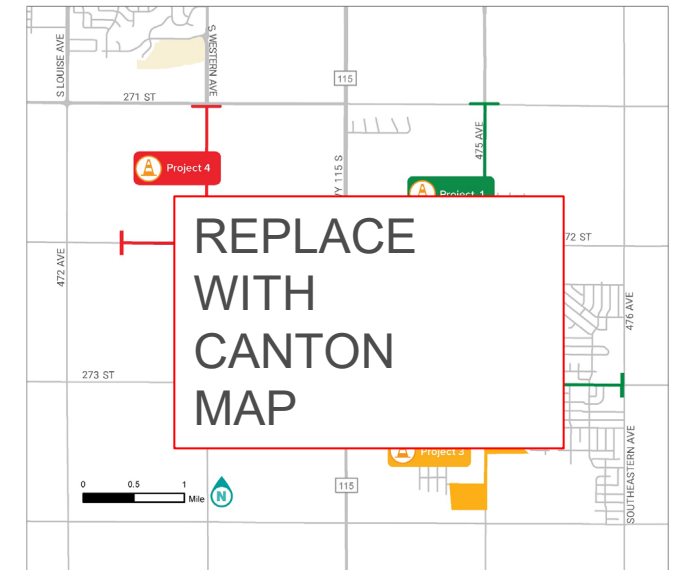
Priority #3: School Zone Access, Drop-Off / Pick-Up, Speed Management, and Lynn Avenue Railroad Crossing Safety Package

Improving school access, student safety, and traffic operations near Canton's school areas is the primary focus of this project. Recommendations should address drop-off and pick-up circulation, vehicle speeds, pedestrian crossings, sidewalk connectivity, parking and curb-use conflicts, and access between surrounding neighborhoods and school facilities. Because the Lynn Avenue railroad crossing is located immediately west of a school and serves as an important pedestrian access point, the project should also evaluate crossing conditions and coordinate recommended improvements with the broader railroad-crossing safety project identified in the plan appendix. Potential improvements include enhanced pedestrian crossings, traffic calming, signing and pavement marking upgrades, lighting, sidewalk and accessibility improvements, school-zone warning systems, and targeted railroad-crossing access and visibility enhancements.

Priority #4: 481st Ave/Coop Road & 276th St/CR 116 Intersection Future Safety Improvement

This project would prepare the 481st Avenue/Coop Road and 276th Street/County Road 116 intersection for changing traffic patterns associated with future growth. The evaluation should address intersection control, sight distance, vehicle speeds, truck movements, turn-lane needs, and year-round operating conditions. Potential improvements include enhanced stop control, lighting, signing and pavement marking upgrades, turn lanes, geometric modifications, or a roundabout or other intersection control treatment where warranted.

Priority Projects



- Willow Street from SD 115 to Southeastern Avenue and Cliff Avenue from 271st Street to Willow Street
- SD-115 from Willow Street to Tom Sawyer Trail Intersection

- School Zone Transportation Safety Package
 - Harrisburg South Middle School Crossing & Lighting
 - Liberty Elementary / Emmett Trail Safe Routes Project
- 272nd Street & 473rd Avenue