

Lennox: Local Safety Action Plan



The City of Lennox 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 Lennox-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 Lennox is a growing community located in Lincoln County in southeastern South Dakota. Lennox has experienced steady population growth and increasing development in recent years, supported by residential and commercial growth and its proximity to the Sioux Falls metropolitan area. Lennox’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. SD Highway 17 (SD-17) and key north-south county routes connect the city to the regional transportation network. Lennox’s land use pattern is primarily residential, with commercial, institutional, and higher intensity uses concentrated along major corridors such as Main Street and SD Highway 44 (SD-44). As the community continues to grow, addressing issues such as roadway capacity, access management, intersection operations, and the safety and connectivity of multimodal facilities will be critical to support future development and reduce the frequency and severity of crashes for all users.

Lennox Demographics

Lennox’s population increased by 14.5% from 2014 to 2024, reflecting steady growth. During this period, the working-age and older adult populations increased, while the youth share remained stable.

Vehicles Available			
Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	897	983	9.6%
No Vehicle Available	5	27	440.0%
1 Vehicle Available	355	285	-19.7%
2 Vehicles Available	300	362	20.7%
3 Vehicles Available	153	213	39.2%
4+ Vehicles Household	84	96	14.3%

Source: U.S. Census Bureau

Household growth also increased, with gains in owner-occupied housing and shifts in vehicle availability, including more households without vehicles and higher overall vehicle ownership.

Population Growth & Characteristics			
Category	2014	2024	Percent Change
Population	2,155	2,468	14.5%
Under 18 (Youth)	519 (24.1%)	593 (24.0%)	14.3%
18 to 64	1,114 (51.7%)	1,429 (57.9%)	28.3%
65 + (Older Adults)	362 (16.8%)	446 (18.1%)	23.2%
Total Households	897	983	9.6%
Owner Occupied	606	730	20.5%
Renter Occupied	291	253	-13.1%

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 online engagement tools such as Social Pinpoint to gather location-specific safety input. A combination of in-person and digital methods was used to ensure broad and accessible participation. Stakeholder interviews were conducted with representatives from the City of Lennox, local partners, and agencies involved in transportation planning and safety. Conversations and public input centered around safety concerns at key intersections, roadway speeds, and pedestrian safety, particularly along SD-44, Main Street, and near schools. Survey and online feedback reinforced these themes, highlighting intersection safety, pedestrian concerns, signage visibility, and the need for targeted improvements at specific locations.

Lennox 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 Lennox.

In Lennox, intersections emerge as a critical safety focus, with angle crashes contributing disproportionately to severe injuries.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Lennox, crash patterns highlight opportunities to improve intersection design and visibility while supporting safer crossings.

Figure 1. Types of crashes

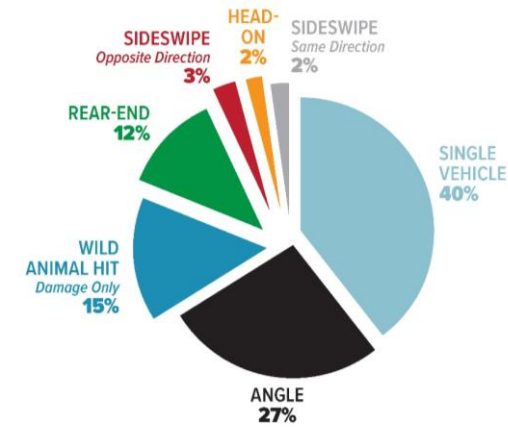


Figure 2. Crashes per year



Crash Analysis

There were **15 total crashes**

20% of crashes were **incapacitating or fatal** compared to 3.8% regionwide.

73% of crashes occurred on roads posted **55 mph or higher**; 20% were on 65+ mph roads; none were on 75 mph roads.

13% of crashes occurred in **dark, unlighted conditions** compared to 36.5% regionwide.

3 crashes involved someone **walking or biking**; 1 crash was **incapacitating or fatal**.

Engagement Takeaways

Community comments focused on **location-specific safety concerns** at **key intersections** and along pedestrian routes. Suggested improvements include:

- + Clearer speed and warning signage
- + Safer intersection crossings
- + Improved visibility for 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 60%
- A Parked Motor Vehicle 20%
- Non-Movable Object 10%
- Pedestrian 10%

 **1** crash resulted in an injury

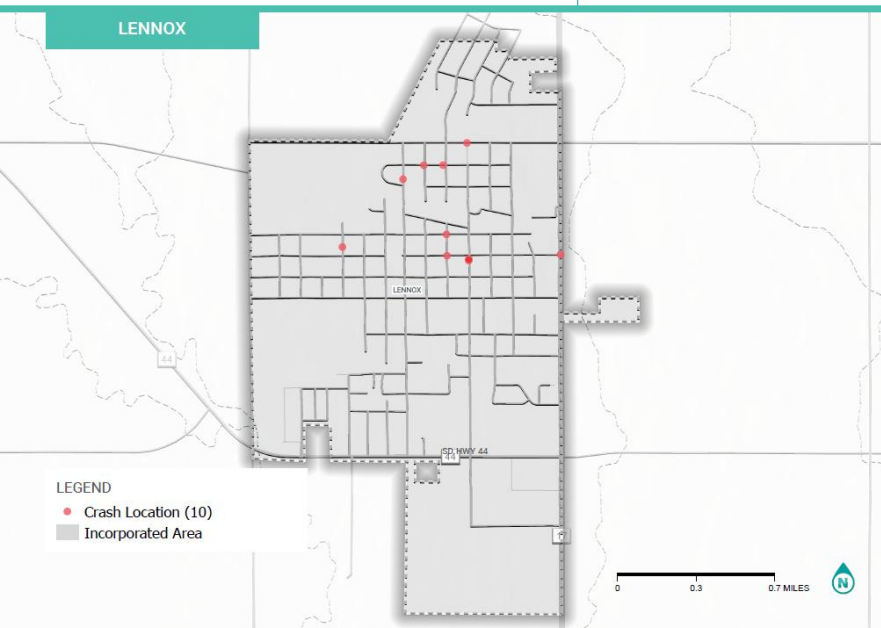
 **0** crashes were severe

 **1** crash involved someone biking or walking

Intersection Collisions



- Major Intersection 10%
- Minor Intersection 90%



Recommendations

Priority #1: SD-17 / Pine Street Corridor

Planning-Level Cost Estimate: \$4,480,000

This project includes SD-17 north of SD-44 through Lennox and its growth area. As a HIN/HII priority location and key regional north-south route serving local access through Lennox, the corridor should be advanced as a safety and operations project focused on speed management, intersection operations, turning movements, access, and multimodal safety. Potential improvements include a single-lane roundabout, speed limit and speed transition modifications, turn-lane modifications, enhanced stop-control (increased retro-reflectivity, flashing beacons, pavement markings, etc.), speed feedback signs, and lighting. Rural treatments such as wider edge lines, SafetyEdge and centerline/shoulder rumble strip are also proposed outside city limits. The project should be coordinated with SDDOT and refined through a corridor-level engineering study.

Priority #2: SD-44 / Eleventh Avenue Corridor

Planning-Level Cost Estimate: \$2,670,000

The east and west SD-44 priority segments are combined into one corridor safety and access management project, which also includes the SD-17 segment that connects these offset portions of SD-44. The project would evaluate speed transitions, intersection visibility, turn-lane conflicts, access management, and pedestrian crossing conditions along the corridor. Potential improvements include speed feedback signs, intersection lighting, stop-control enhancements at intersections, access management, crosswalk visibility upgrades where pedestrian activity is present, and turn-lane improvements where warranted. Rural treatments such as wider edge lines, SafetyEdge and centerline rumble strip are also proposed outside city limits. The project should be coordinated with SDDOT and refined through a corridor-level engineering study.

Priority #3: Main Street Sidewalk Connectivity & Safe Routes

Planning-Level Cost Estimate: \$1,260,000

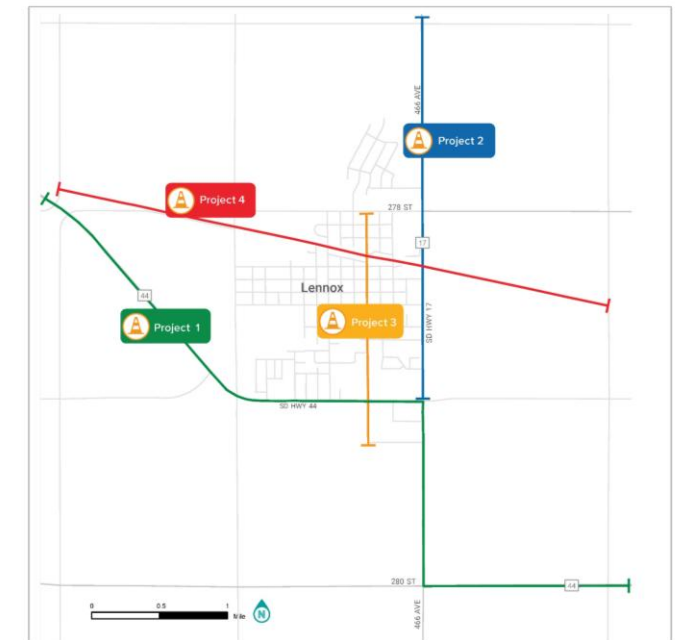
This project includes pedestrian safety improvements along Main Street and between educational and recreational facilities along the corridor. The project is intended to improve walking routes between neighborhoods, schools, parks, downtown destinations, and existing sidewalk facilities. Potential improvements include sidewalk infill and repair, ADA curb ramp upgrades, enhanced crosswalk visibility, school-route signage and markings, pedestrian-scale lighting, RRFBs or other enhanced crossing treatments where warranted, and spot improvements at key school walking-route crossings.

Priority #4: Railroad Crossing Signage and Speed Clarity Package

Planning-Level Cost Estimate: \$380,000

This project includes minor safety enhancements for the at-grade railroad crossings through Lennox. The project focuses on improving driver awareness, crossing visibility, and speed-limit clarity near rail crossings rather than major crossing reconstruction. Potential improvements include speed-limit review for crossing approaches, upgraded railroad crossing and advance warning signage, pavement markings where applicable, sight-distance clearing if warranted, object markers, lighting, minor crossing surface or approach repairs. Coordination with the railroad authority may be required.

Priority Projects



1. SD 44 Safety Project

2. SD 17 Safety Project

3. Main Street Pedestrian Connectivity and Safe Routes Project

4. Railroad Crossing Safety Project