

Turner County: Local Safety Action Plan



Turner County 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 Turner County-specific roadway safety needs and aligning with county transportation priorities. The Local Plan connects regional strategies to targeted actions at the county level to improve safety and advance the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

Turner County’s transportation system is made up of state highways, county highways, and rural local roads that provide access between communities, agricultural areas, and regional destinations across the county. Multiple two-way stop intersections in the county have experienced high-injury collisions, highlighting the need for focused attention on rural intersection safety and driver expectancy. Specific concerns include the intersection of State Highway 46 and 19A, where visibility is affected by signage and a bridge, along with other dangerous intersections at State Highway 44 and County Highway 17, State Highway 44 and County Highway 19, County Highway 19 and County Highway 32, 291st Street and 448th Avenue, and Highway 48 and 19A. In addition to these intersections, a dangerous corridor has been identified west of Chancellor on 277th Street from County Highway 41 to 463rd Avenue. These locations reflect broader countywide issues related to rural speeds, visibility limitations, intersection control, and crash severity on roads with relatively low traffic volumes but high consequence outcomes. Because county travel often involves longer distances, agricultural traffic, and limited roadside development, improvements to signing, visibility, traffic control, and corridor safety will be important to reduce serious crashes and improve travel conditions throughout Turner County.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	3,494	3,568	2.12%
No Vehicle Available	130	138	6.15%
1 Vehicle Available	717	789	10.04%
2 Vehicles Available	1,200	1,147	-4.42%
3 Vehicles Available	871	817	-6.20%
4+ Vehicles Household	576	677	17.53%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	8,339	8,882	6.51%
Under 18 (Youth)	2,168	2,248	3.69%
18 to 64	4,537	4,830	6.46%
65 + (Older Adults)	1,634	1,804	10.40%
Total Households	3,494	3,568	2.12%
Owner Occupied	2,744	2,817	2.66%
Renter Occupied	750	751	0.13%

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 county representatives and public engagement also included 18 map pinpoints and 16 completed surveys that helped identify countywide transportation safety concerns. Public input emphasized the number of two-way stop intersections with serious crash histories, visibility and control concerns at key state and county highway intersections, and the need for targeted safety improvements at locations such as Highway 46 and 19A, Highway 44 and County Highway 17, Highway 44 and County Highway 19, County Highway 19 and County Highway 32, 291st Street and 448th Avenue, and Highway 48 and 19A. Residents and stakeholders also highlighted the dangerous corridor west of Chancellor on 277th Street from County Highway 41 to 463rd Avenue as an area needing closer review. Feedback underscored the importance of prioritizing rural county locations where crash severity, sight-distance limitations, roadway geometry, and intersection control combine to create elevated risk for drivers and other road users.

Turner County 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 Turner County.

Across Turner County, rural and high-speed travel shapes a safety context where roadway departures and severe crashes are a persistent concern.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Turner County, crash patterns highlight the importance of countywide speed management and roadway safety strategies tailored to rural highways.

Figure 1. Types of crashes

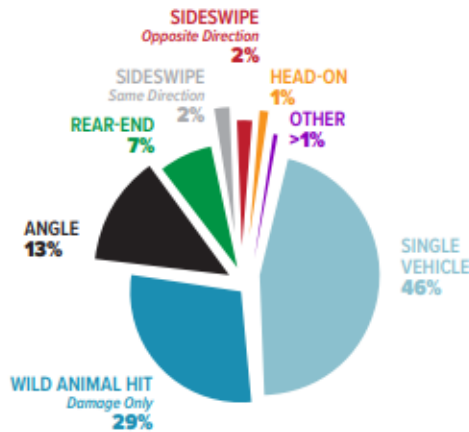


Figure 2. Crashes per year



Crash Analysis

There were **354** total crashes from 2021-2025

25 fatal or severe crashes (7.1%) — higher than regional average (3.8%)

68% on 55+ mph roads; 41% on 65+ mph; 0% on 75+ mph

39% in dark conditions — higher than region (36.5%)

No crashes involving people walking or biking

Engagement Takeaways

Countywide concerns include:

- + High-injury intersection safety
- + Angle crashes
- + Speeding
- + Visibility and sight distance

Project Recommendations



Recommendations

Project #1: SD 46 and SD 19A - SDDOT Project in Turner County Crash Trends

- 21 crashes – 17 were from animals. Of the remaining 5 crashes - 3 were angle, 2 were rear-ends, 1 was fatal, 2 were incapacitating, 3 were failure to yield, 1 was also swerving from an animal on road, all including either a northbound or southbound traveling vehicle.

SDDOT has incorporated several safety improvements at this intersection over the past few years.

Future Recommendations

- Monitor Intersection to determine improvements effectiveness.
- If intersection still requires additional improvements an intersection improvement project should be incorporated into the SDDOT plans that includes some of the following options.
 - Left Turn Lanes
 - Roundabout
 - 4-way stop
 - Pavement Friction Management –
 - Low-Cost Stop-Controlled Intersection Countermeasures -
 - Sight-Visibility enhancements (remove fixed objects)- Animal fencing

Project #2: 461st Avenue between 277th Street and SD Highway 44 Crash Trends

- Only one crash here: incapacitating, northbound travel direction, speeding and ran off road into trees/shrubs. Single vehicle crash.

Countermeasure Options

- Sight visibility issues
- Close proximity of gravel road to railroad crossing
- Not much trend data here

Project #3: 473rd Street to 451st Avenue curve

Crash Trends

- Only one crash here: incapacitating, motorcycle rolled over on the curve traveling northbound, wet and rainy conditions.

Countermeasure Options

- Eliminate the curvature of the road or improve friction management.

Recommendations

Project #4: SD 46 and SD 19A - SDDOT Project in Turner County Crash Trends

- Three crashes, one is a fatal angle crash. All crashes involved northbound travel.

Countermeasure Options

- 4-way stop
- Low-Cost Stop-Controlled Intersection Countermeasures
- Sight-visibility at intersection – especially with cornfields

Project #5: 461st Avenue between 277th Street and SD Highway 44 Crash Trends

- Only one crash here: incapacitating, northbound travel direction, speeding and ran off road into trees/shrubs. Single vehicle crash.

Countermeasure Options

- Sight visibility issues
- Close proximity of gravel road to railroad crossing
- Not much trend data here

Project #5: 275th Street just to the east of 461st Avenue and 461st Avenue just to the south of 276th Street Intersection Crash Trends

- 275th - Three crashes – one Incapacitating, all involved an eastbound traveling vehicle, 1 angle, 1 sideswipe.
- 276th - Fatal crash – Angle crash EB/NB – stop sign non-compliance

Countermeasure Options for 275th

- Wider shoulders,
- Rumble strips,
- Stop sign retroreflectivity,
- Low-Cost Stop-Controlled Intersection Countermeasures

Countermeasure Options for 276th

- Low-Cost Stop-Controlled Intersection Countermeasures

Project #6: SD 19 and 280th Street (Co. 32) Street –Additional Low-Cost Stop-Controlled Intersection Flashing Stop signs, Advance Flash warning sign, 4-way stop if low cost measures are not effective

Other HIN/HII Identified Roadway Sections

Intersection of 291st Street and 452nd Street – Low-Cost Stop-Controlled Intersection Countermeasures

452nd Street just south of 291st Street. (County Road 29 and 42) – Low-Cost Stop-Controlled Intersection Countermeasures

SD Highway 46 and 455th Avenue – Reconstructed recently no additional recommended countermeasures

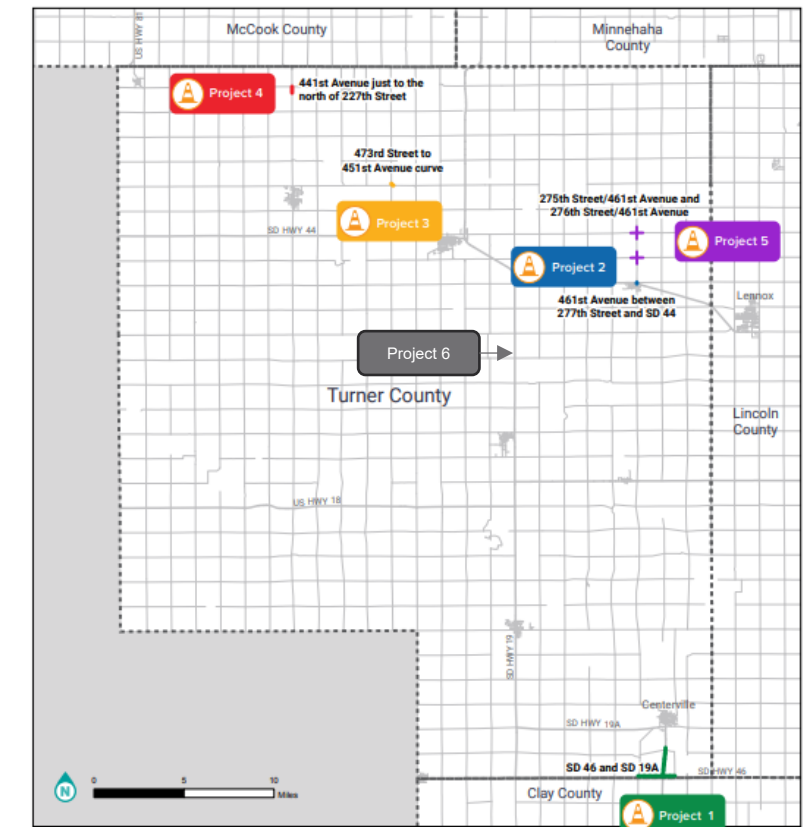
294th Street – between Riverview Avenue and 463rd Avenue – Sight-visibility issues

US Highway 18 and SD Highway 19 – SDDOT Highway – Low-Cost Stop-Controlled Intersection Countermeasures

SD Highway 44 and SD Highway 19 – SDDOT Highway - Low-Cost Stop-Controlled Intersection Countermeasures

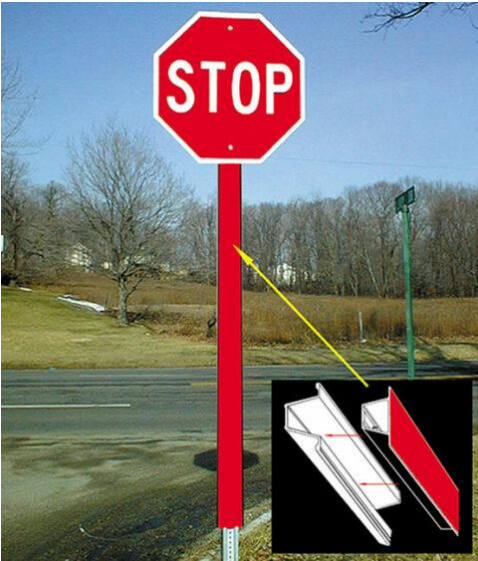
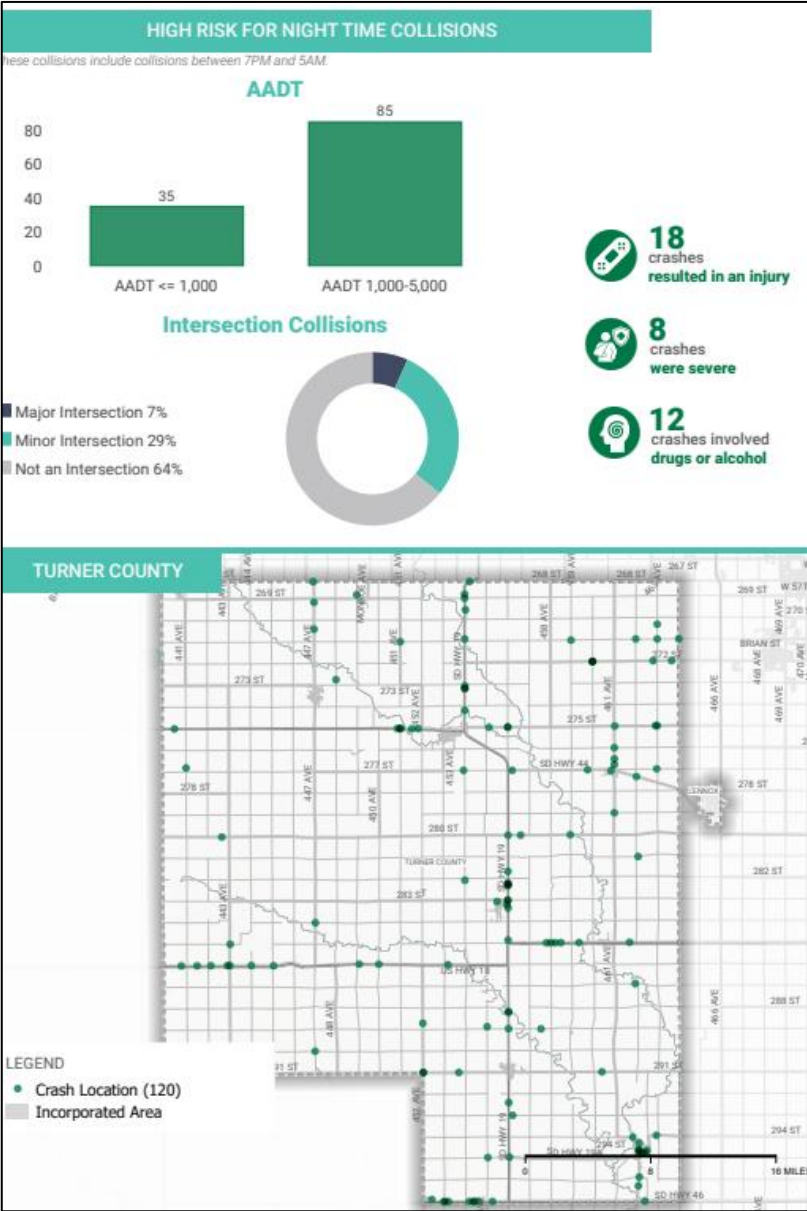
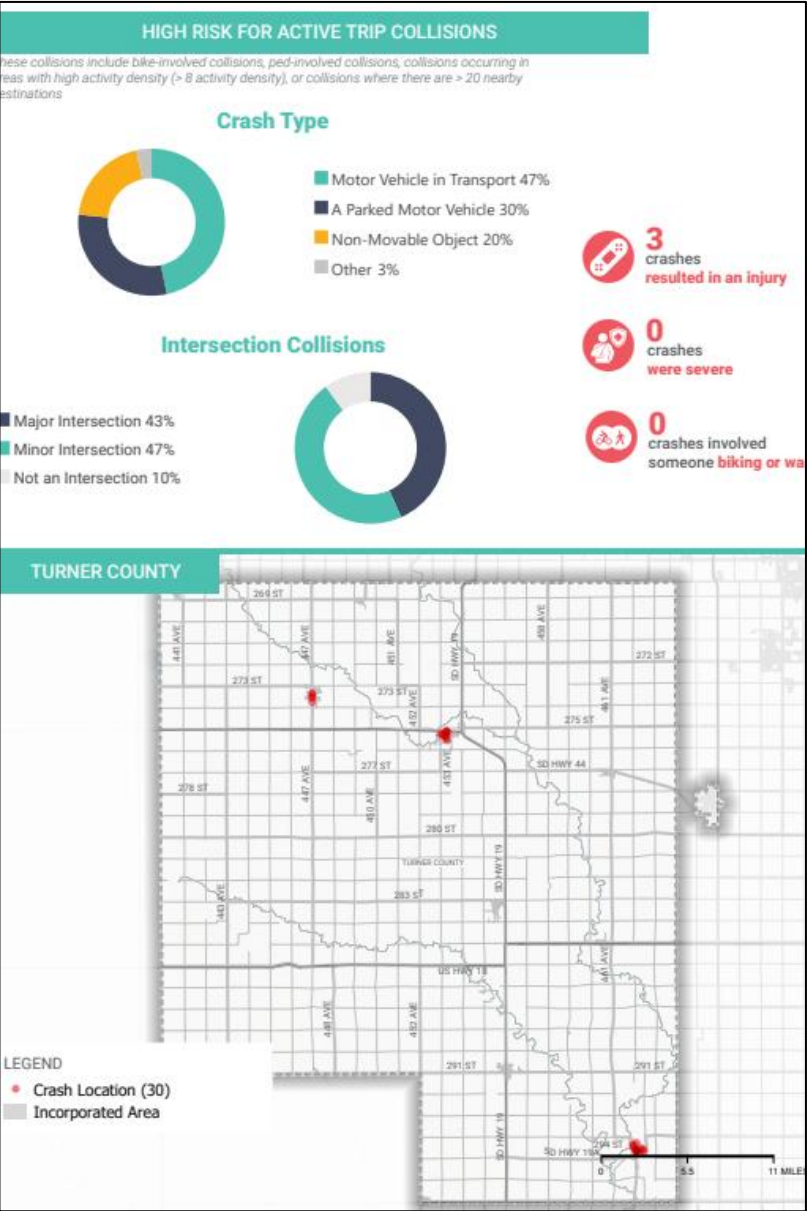
SD 19 and 271st Street - SDDOT Highway – Left Turn Lanes SD 19 Northbound

Priority Projects



Collision Profiles

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



Project #1 - SD 46 and SD 19A - SDDOT Project in Turner County (Highest Priority in County)

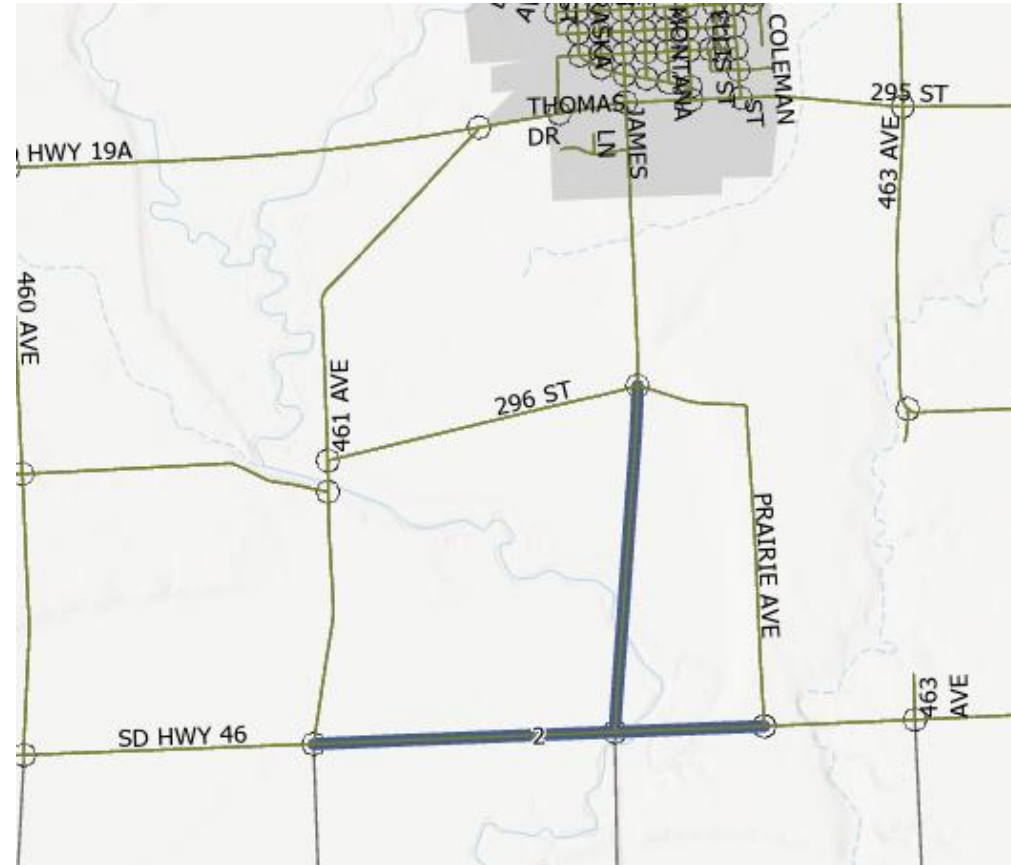


Crash Trends – 21 crashes – 17 were from animals. Of the remaining 5 crashes - 3 were angle, 2 were rear-ends, 1 was fatal, 2 were incapacitating, 3 were failure to yield, 1 was also swerving from an animal on road, all including either a northbound or southbound traveling vehicle.

SDDOT has incorporated a number of safety improvements at this intersection over the past few years.

Future Recommendations

- Monitor Intersection to determine improvements effectiveness.
- If intersection still requires additional improvements an intersection improvement project should be incorporated into the SDDOT plans that includes some of the following options.
 - Left Turn Lanes
 - Roundabout
 - 4-way stop
 - Pavement Friction Management –
 - Low-Cost Stop-Controlled Intersection Countermeasures -
 - Sight-Visibility enhancements (remove fixed objects)-
 - Animal fencing



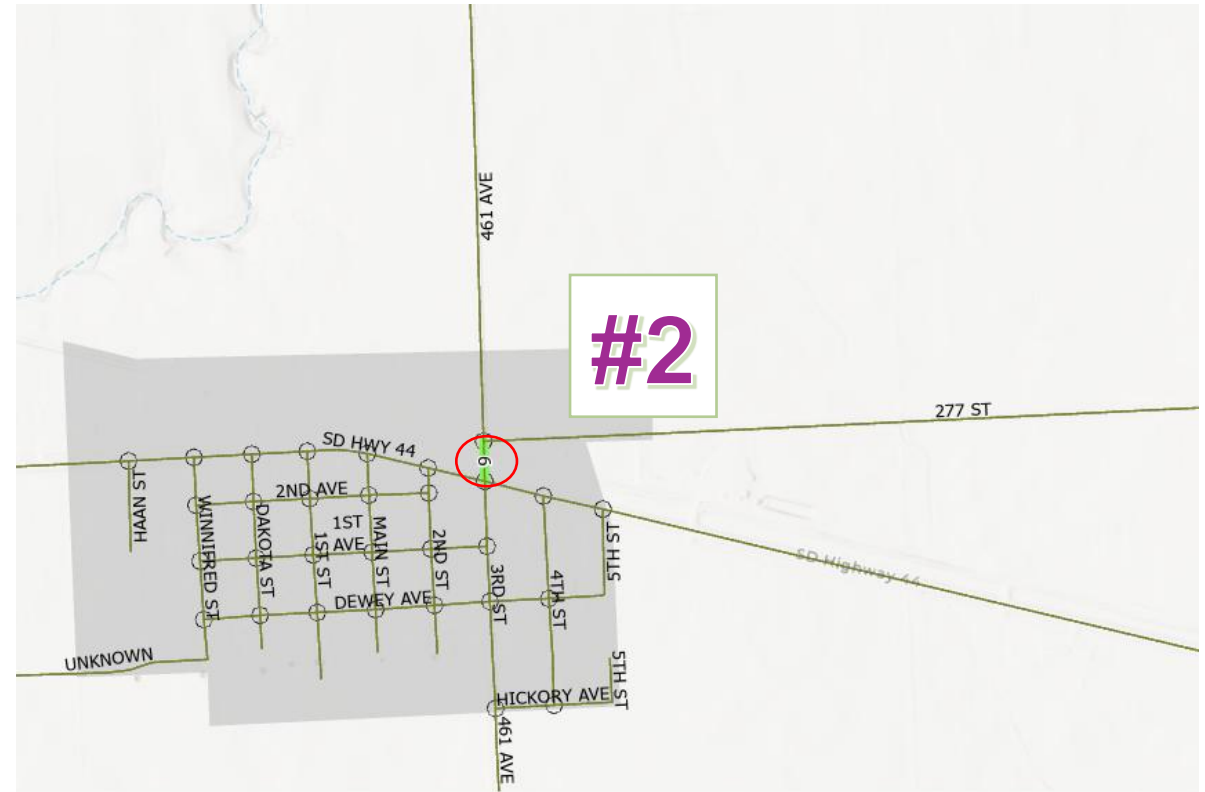
Project #2 – 461st Avenue between 277th Street and SD Highway 44 (edge of Chancellor



Crash Trends – Only one crash here: incapacitating, northbound travel direction, speeding and ran off road into trees/shrubs. Single vehicle crash.

Countermeasure Options

- Sight visibility issues should be investigated here
- Close proximity of gravel road to railroad crossing
- Not much trend data here



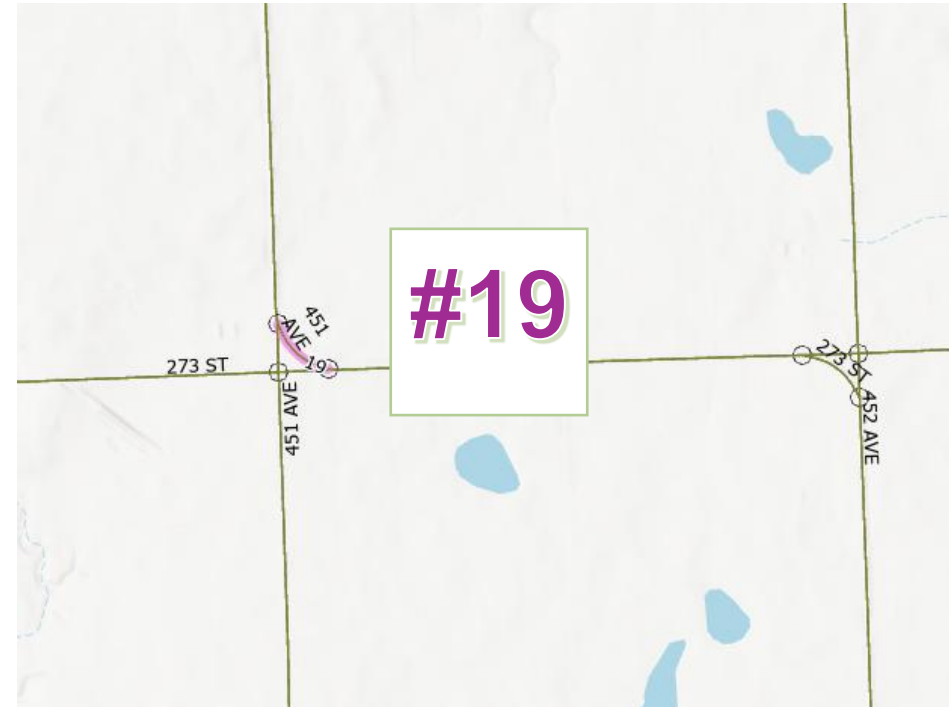
Project #3 – 473rd Street to 451st Avenue curve



- **Crash Trends** - Only one crash here: incapacitating, motorcycle rolled over on the curve traveling northbound, wet and rainy conditions.

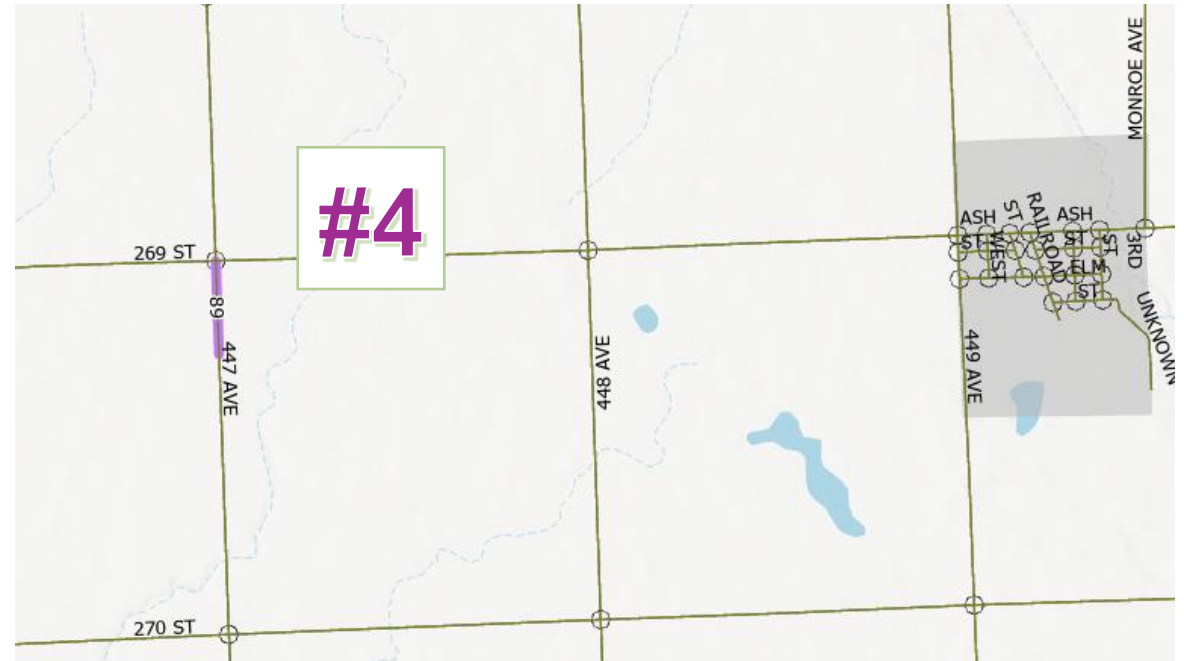
Countermeasure Options

- Eliminate the curvature of the road or improve friction management.



- Three crashes, one is a fatal angle crash. All crashes involved northbound travel.

- 4-way stop
- Low-Cost Stop-Controlled Intersection Countermeasures
- Sight-visibility at intersection – especially with cornfields and trees



Project #5A – 275th Street just to the east of 461st Avenue

Project #5B – 461st Avenue just to the south of 276th Street Intersection



Crash Trends

- #5A - Three crashes – one Incapacitating, all involved an eastbound traveling vehicle, 1 angle, 1 sideswipe.
- #5B - Fatal crash – Angle crash EB/NB – stop sign non-compliance

Countermeasure Options for #5A

- Wider shoulders,
- Rumble strips,
- Stop sign retroreflectivity,
- Low-Cost Stop-Controlled Intersection Countermeasures

Countermeasure Options for #5B

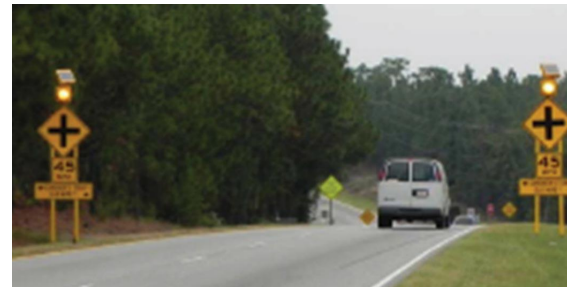
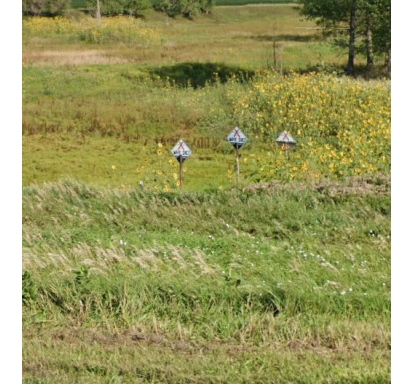
- Low-Cost Stop-Controlled Intersection Countermeasures



Project #6 - SD 19 and 280th Street (Co. 32) Street –



- Stop compliance is a major issue at this intersection.
- High fatality and serious injury rate within last 10 years. (County has prioritized due to crashes just outside the 5-year crash review)
- Double up stop signs and advance warning signs and rumbles strips have been completed.
- Recommend flashing stop signs, properly placed stop bars, and flashing advance warning signs
- Monitor intersection
- If stop compliance still an issue look at adding four-way stop.



Other HIN/HII Identified Roadway Sections –



- **Project #7 - Intersection of 291st Street and 452nd Street – Low-Cost Stop-Controlled Intersection Countermeasures**
- **Project #8 – 452nd Street just south of 291st Street. (County Road 29 and 42) – Low-Cost Stop-Controlled Intersection Countermeasures**
- **Project 9 – SD Highway 46 and 455th Avenue –** Reconstructed recently no additional recommended countermeasures
- **Project #10 – 294th Street – between Riverview Avenue and 463rd Avenue (just northeast of Centerville) –** Sight-visibility issues
- **Project #11 – US Highway 18 and SD Highway 19 – SDDOT Highway – Low-Cost Stop-Controlled Intersection Countermeasures**
- **Project #12 – SD Highway 44 and SD Highway 19 - SDDOT Highway - Low-Cost Stop-Controlled Intersection Countermeasures**
- **Project #13 – SD 19 and 271st Street - SDDOT Highway –** Left Turn Lanes SD 19 Northbound

Systemic application of low-cost countermeasures



On the Through Approach

- Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon).
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.

On the Stop Approach

- Doubled-up (left and right), oversized advance "Stop Ahead" intersection warning signs (can also include flashing beacon).
- Doubled-up (left and right), oversized Stop signs.
- Retroreflective sheeting on sign posts.
- Properly placed stop bar.
- Removal of vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning sign at stem of T-intersections.

8 Intersections Identified

- \$20,000 per intersection
- \$160,000 Total

