

North Sioux City: Local Safety Action Plan



North Sioux City 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 North Sioux City-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

North Sioux City is a growing community in Union County in southeastern South Dakota along the Big Sioux River. The city has experienced continued growth and development in recent years, supported by expanding residential areas, commercial activity, and infrastructure investment. North Sioux City’s transportation system consists of arterial, collector, and local roadways that support both regional and local travel. These roadways serve as primary routes for commuting, school access, and commercial activity, with Interstate 29 providing regional connectivity and key corridors including River Drive, Sodrac Drive, Military Road, Derby Lane, and North Shore Drive. North Sioux City’s land use pattern is influenced by the river, floodplain areas, Interstate 29, and rail corridors, concentrating activity along key corridors serving residential, commercial, and industrial uses. As development continues, addressing capacity, access management, intersection operations, and multimodal connectivity will be critical to support safe and efficient movement.

North Sioux City Demographics

North Sioux City’s population increased by 19.4% from 2014 to 2024, reflecting continued growth. During this period, the share of youth declined, while the older adult population increased significantly, and

the working-age population remained stable. These trends highlight the need to plan for an aging population while supporting safe and accessible transportation for all residents.

Population Growth & Characteristics

Category	2010/2014	2020/2024	Percent Change
Population (2010-2020)	2,530	3,042	20.2%
Under 18 (Youth)	23%	16%	-19.1%
18 to 64	64%	63%	18.6%
65 + (Older Adults)	13%	21%	92.2%
Total Households	1,094	1,591	45.4%
Owner Occupied	710	787	10.8%
Renter Occupied	384	804	109.4%

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 tools such as Social Pinpoint to gather location-specific safety comments. In-person and digital methods ensured broad participation. Stakeholder interviews were conducted with the City of North Sioux City, law enforcement, and regional partners. Input focused on intersection congestion and access challenges along River Drive, Sodrac Drive, Derby Lane, and Military Road, as well as safety concerns near I-29, schools, and rail crossings. Survey and online feedback reinforced these issues, highlighting pedestrian safety, speeding, and gaps in bicycle and sidewalk connectivity, identifying priority areas for improvement.

North Sioux City 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 North Sioux City. North Sioux City’s safety challenges reflect that many of its roadways serve as regional commuter routes, with a high share of higher-speed traffic contributing to crashes at intersections and along key corridors.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In North Sioux City, crash patterns suggest targeted intersection safety improvements and speed management strategies, alongside attention to pedestrian and bicyclist safety.

Figure 1. Types of crashes

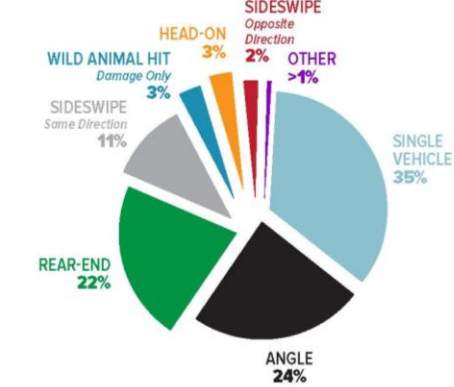


Figure 2. Crashes per year



Crash Analysis

There were **324 total crashes** from 2021-2025

10 fatal or severe crashes (3.1%) — lower than regional average (3.8%)

34% on 55+ mph roads; 32% on 65+ mph; 7% on 75+ mph

14% in dark conditions — lower than region (36.5%)

2 crashes involving people walking or biking (1 fatal or severe)

Engagement Takeaways

Community members note that rapid development has exposed **gaps in connectivity, safety, and capacity**. System needs shared include:

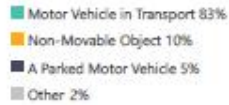
- + Better **pedestrian and bicycle** system connectivity
- + More **clear traffic controls** at intersections

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

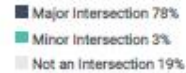


9 crashes resulted in an injury

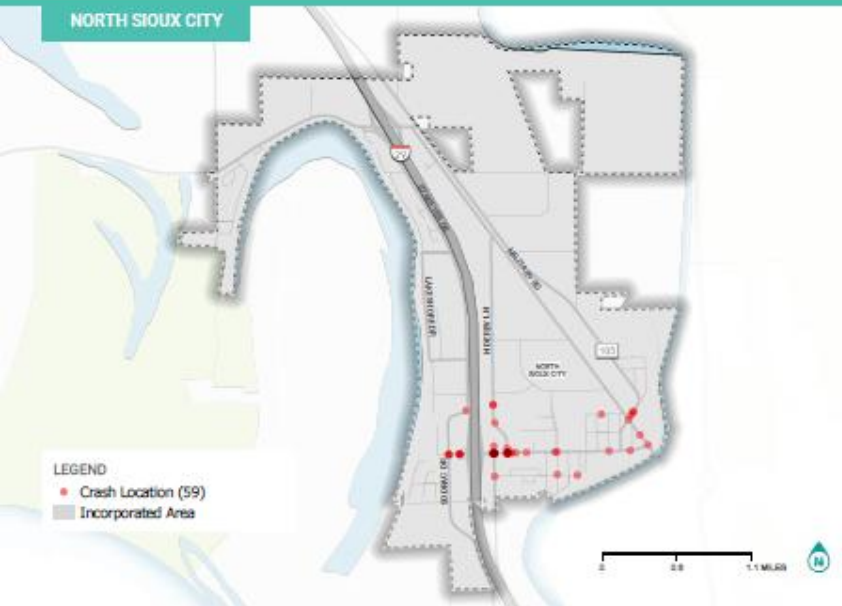
1 crash was severe

0 crashes involved someone biking or walking

Intersection Collisions



NORTH SIOUX CITY



Recommendations

Priority #1: River Drive / Derby Lane / I-29 Exit 2 Safety and Access

Cost Estimate (Planning Level): \$2,030,000.00

This consolidated priority project includes River Drive, Derby Lane, and the I-29 Exit 2 influence area. The project would address corridor operations, business access, turning conflicts, queueing, interchange-related traffic, and multimodal crossing needs in one connected safety and operations review. Potential improvements include access management, turn-lane and queueing review, traffic control evaluation, crossing enhancements, lighting, signing and pavement marking upgrades, speed management, and coordination with SDDOT and the I-29 corridor planning process.

Priority #2: SD 105 / Old Highway 105 Corridor Safety and Access

Cost Estimate (Planning Level): \$1,300,000.00

This project focuses on safety and access along the SD 105 / Old Highway 105 corridor, with emphasis on intersection operations, access management, rail crossing coordination, and connections affected by ongoing improvements in the Northshore Drive area. Because Northshore Drive and the related bypass connection are already being reconstructed, recommendations should focus on coordinating with those improvements rather than duplicating them. Potential improvements include corridor access review, intersection control evaluation, railroad crossing coordination, signing and pavement marking upgrades, lighting, and targeted turn-lane or access improvements where warranted.

Priority #3: Lakeshore Drive / Streeter Drive / Sodrac Drive Neighborhood Safety and Connectivity

Cost Estimate (Planning-Level): \$1,460,000.00

This consolidated neighborhood-scale project includes Lakeshore Drive, Streeter Drive, Sodrac Drive, and nearby trail and local street connections. The project would address speeding, sidewalk and trail condition, bicycle and pedestrian connectivity, local intersection recognition, lighting, and access to neighborhood destinations. Potential improvements include sidewalk or trail repairs, crossing enhancements, RRFBs where warranted, speed feedback signs, stop-control upgrades, lighting, bicycle/shoulder treatments, and other low-cost neighborhood safety improvements.

Priority #4: Sioux Point Road Growth Area Access and Intersection Safety

Cost Estimate (Planning-Level): \$1,588,725.00

This growth-area project would address future traffic, access, turning, and intersection safety needs on and near Sioux Point Road. The project should be coordinated with planned development and regional growth assumptions so access spacing, intersection control, turn-lane needs, and multimodal connections can be addressed before safety issues become more difficult to correct.

Priority #5: Citywide Speed Limit Review and Speed Management

Cost Estimate (Planning-Level): \$490,000.00

This citywide project would review existing speed limits and speed transitions to create a more consistent approach as North Sioux City continues to grow. The project should evaluate local streets, growth-area corridors, school and neighborhood areas, and locations where public input or City staff identified speeding or unclear speed transitions. Potential improvements include a citywide speed limit policy/review, updated signing, speed feedback signs, low-cost traffic calming, pavement-marking changes, and targeted intersection recognition improvements.

Priority Projects

